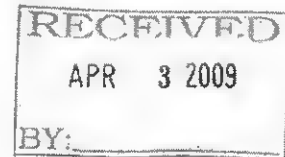




Atherton Civic Interest League
150 Watkins Ave
Atherton, CA 94027



March 31, 2009

Mr. Dan Leavitt, Deputy Director
California High-Speed Rail Authority
925 L Street, Suite 1425
Sacramento, CA 95814

Subject: Increase Benefits and Minimize Adverse Impacts - EIR Comments

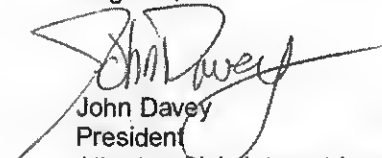
The ACIL believes that there continues to be issues such as train routing and mitigations of adverse impacts that need to be identified and resolved by the Authority and Lead Agency in the planning phase of the High Speed Rail project.

The ACIL encourages transparent decision making and multi-departmental collaboration in defining the ultimate route and project details, including costs and mitigations. To help protect all of California's impacted Towns, we ask that tunneling or trenching of the rail line be considered to lessen the permanent adverse impacts of aesthetics, noise, and land use planning on California's residents and towns.

The ACIL welcomes the opportunity to assist the Authority in exploring ways in which the High Speed Rail project design can be improved to maximize the benefits and minimize the adverse impacts on local communities through which the route will pass.

Thank you for your consideration.

Regards,


John Davey
President
Atherton Civic Interest League
JohnDavey@sbcglobal.net
650 325 9023 or 415 999 0303 cell

CC: Jerry Carlson, Mayor Atherton

ATHERTON CIVIC INTEREST LEAGUE

Founded in 1950, the ACIL strives to improve the quality of life in Atherton, to assure effective Town governance and advance the civic interests of Atherton residents. The ACIL achieves these goals by utilizing capable resident volunteers to identify unmet Town needs and establish projects to serve them. For additional information please visit <http://athertoncivicinterestleague.org>.

Handwritten notes:
#1 mitigation
#1 transparency
#2 tunnel trench
#1 aesthetics noise land use

0-SM 1



Scoping Period Comment Form

San Francisco to San Jose Section

Thank you for attending today's meeting. The purpose of the scoping process is to identify public and agency concerns, focus on the environmental documents, and define the issues that will be examined in the Project-Level Environmental Impact Report/Environmental Impact Statement (EIR/EIS). The scoping process also helps to identify project impacts, alternatives, mitigation, measures, and environmental subject areas deserving attention. Please return comments to the California High-Speed Rail Authority (return address is on the reverse side of this form) by March 6, 2009.

Meeting Date/Location

☒ January 22 - San Mateo County ☐ January 27 - San Francisco County ☐ January 29 - Santa Clara County

Name (please print): William Grove City: Atherton State: CA Zip: 94027

Title (if applicable): Director Phone: 650 329-8658 Fax: _____

Organization/Business (if applicable): Atherton Civic Interest League E-mail: wegrove@sbcglobal.net

Address: 102 Britton Ave

☒ Yes, I would like to be added to your mailing list to receive newsletters, information mailings, and meeting notices.

Please comment clearly.

I strongly recommend a sunken grade level to mitigate noise and separate tracks from traffic

1
NOISE
TRAFFIC

2
~~UNDER-
GROUND
TRACKS~~

trenching

Thank you for your participation in this important process. Please leave your form at the comment table or mail it to us as soon as possible in order to ensure that your comments are included in our records. The comment period closes on March 6, 2009.

Fold and Tape Before Mailing

O-SM-2

The Atherton Heritage Association

March 5, 2009

California High-Speed Rail Authority
925 L. Street, Suite 1425
Sacramento, Ca 95814

Dear Chairpersons:

The Town of Atherton was incorporated in 1923 and was situated on both sides of the train tracks. The 7,200 residents in the 2,400 homes in our Town have not considered Atherton as two halves but rather one Town.

#11

There are two roads that join the Town over the tracks. The train tracks must be put underground so we can remain a single Town, able to access the Town offices, police department and friends on both sides of the tracks.

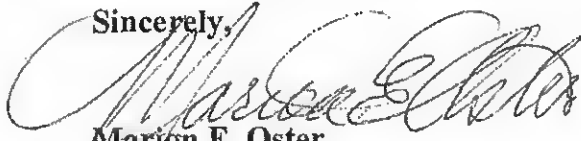
#2 underground

We also respect, value and protect our trees and quality of life. Please, before you go ahead with this project, have a comprehensive E.I.R. done. The quality of life for the many residents up and down the peninsula will be affected.

#1 B10

Thank you for your consideration.

Sincerely,



Marion E. Oster

President

Atherton Heritage Association

MAR 9 2009

0-5M-3

Central Atherton Residents Area



March 28, 2009

Mr. Dan Leavitt
Deputy Director
Attn.: San Francisco to San Jose, CA. High-Speed Rail Authority
925 L Street, Suite 1425
Sacramento, CA 95814

Re: Scope of Work Comments on High Speed Rail (HSR) Project Level EIR/EIS from
San Francisco to San Jose

Dear Mr. Leavitt,

I write on behalf of the Central Atherton Residents Area (CARA), which comprises approximately 200 Atherton residences located on either side of the CalTrain tracks. The HSR as planned will have tremendous negative impacts on us.

1

Current plans include building a 20+ foot wall along the CalTrain right of way. There are houses within mere feet of this area. With the plan to build the train on elevated walls comes the promise of noise that will blast farther due to the elevation, and more frequently due to the more than double number of trains anticipated to operate on this line. Noise walls will divide our town and along with the grade separations, constitute permanent and irrevocable changes to the character of the town, from a country-like atmosphere to a quasi-commercial zone. They will also constitute a graffiti magnet.

2 wall

1 noise
1 aesthetics

In addition to the walls, the catenary system will be another negative visual impact, especially for the many residents who will see them from their backyards. These wires placed high overhead will be a hugely negative visual impact. Atherton has taken great pains to underground electrical wires to avoid the visual blight that they create. Now you propose adding them?? Wires need to be placed under the walls and the tracks.

1 aesthetic

In addition, these electrical wires could interfere with wireless networks and other electronics that are typically used in residences. Several high level business executives, among others who rely on technology to earn their living, live within throwing distance of the tracks and will be adversely impacted if they can no longer take care of business on-line.

6 business

The cost of condemning multi-million dollar properties in Atherton through eminent domain will be astronomical. This cost has not been properly considered in the decision to use the Pacheco Pass route and is a major negative impact of coming through Atherton. CARA property owners are well aware of their right to sue for inverse condemnation, a

6 eminent domain

O-SM-4.

claim which lies for properties that are devalued by state action. The cost of defending these suits and paying damages awarded therein will constitute a major cost of running the HSR through Atherton and has not been adequately considered.

#6
property
rights

The raised track also presents safety problems. Much has been made of the safety of HSR. Yet no one can promise that derailment will never happen, as these things are after all man made, and if it were to happen in our residential area, the effect would be tragic.

#1
safety

The construction process will create another major negative impact. Noise and dust will choke our area. The construction of shoofly tracks to allow CalTrain to continue to operate during construction would take even more property and create additional train noise, vibrations and safety issues in even closer proximity to the many residences in our neighborhood. The current Cal Train tracks are screened with mature trees and foliage. Hundreds if not thousands of mature trees would have to be cut down on the peninsula to make way for rail construction. This would be a hugely negative environmental impact. You just can't put heritage trees back into the ground. This cannot be mitigated.

#1
construction
impact
noise
Air quality

The local library is over 70 years old and will certainly be disrupted by all the extra noise. It's close to the area the tracks will be built and could be damaged from all the extra movement and vibration from the trains. Similarly, the historic train station will surely have to be removed due to its proximity to the tracks and a grade separation. This cannot be mitigated.

#1
noise
cultural

Holbrook Palmer Park also lies immediately adjacent to the proposed HSR route. This park is well-used by residents of both Atherton and other peninsula cities. It houses historic buildings and a pre-school. While CalTrain currently passes the park, the tracks are well screened by trees and foliage. More than doubling the number of trains on the route and raising them on elevated tracks will project constant noise and shaking throughout the park. The visual impacts - including the high walls and loss of the trees that screen the park from the tracks - will be devastating and impossible to mitigate.

#1
park
recreation
noise
BIO
Aesthetic

Forcing this train up through our community is senseless, given the fact that CalTrain already has a baby bullet on the peninsula. Altamont Pass is a better route for HSR because it serves the cities of Sacramento, Stockton, Pleasanton, and Fremont and connects Sacramento to SF - while Pacheco does not. The Altamont route would maximize ridership and would have less of an impact on wildlife and the environment.

#2
different
route

Union Pacific will not allow the CHSRA to build south out of San Jose on the Union Pacific right-of-way - period. You resolve that issue by using the Altamont Pass - otherwise you tear down houses and trees and take property from San Jose to Gilroy. It makes no sense environmentally to rip up the CalTrain right of way, which is functioning perfectly well as is, just to re-build it and add more trains in an area that already has them.

#2
ALT
Route

If this train is built, it must be trenched and covered or tunneled, at least through residential areas like Atherton, Menlo Park and Palo Alto. This is the only way to avoid

#2
trench
tunnel

the safety problems of derailment that are ever present with raised tracks. It would mitigate environmental impacts like noise and remove the visual blight of the over 20 foot wall and overhead catenaries and wires. It also might save money from eminent domain suits, remainder damage awards, and inverse condemnation lawsuits that my neighbors are certain to file.

#1
Safety
A
wise
Aesthetics

Thank you for your consideration.

Sincerely,



Julie Quinlan
49 Maple Ave.
Atherton, CA 94027

Kris Livingston

From: Judy Font [judy.font@comcast.net]
Sent: Friday, April 03, 2009 5:38 PM
To: HSR Comments
Subject: San Francisco to San Jose HST
Attachments: Scope Comments Project-Level EIR - SF to SJ Segment of HST.pdf

The original of this letter was sent by Fedex. Please confirm receipt of this email.

} #11

Felton Gables Homeowners Association
1134 Crane Street, Suite 216
Menlo Park, CA 94025

April 2, 2009

California High Speed Rail Authority (CHSRA)
Attn: San Francisco to San Jose HRT Project EIR/EIS
925 L Street, Suite 1425
Sacramento, CA 95814

Re: Comments on Scope of the Project-Level Environmental Impact Report (EIR/EIS) for the San Francisco to San Jose Segment of the California High-Speed Train (HST)

Dear Mr. Dan Leavitt, Deputy Director, California High Speed Rail Authority,

Thank you for requesting that interested residents, cities, organizations, etc., provide comments and suggestions regarding the scope of your upcoming Project-Level HST EIR required in support of the California Environmental Quality Act (CEQA). Goals of CEQA and the required future draft EIR include that the CHSRA conduct informed decision-making and encourage public participation in the HST project. Therefore, a primary purpose of this draft EIR will be to disclose the potentially significant environmental impacts of the proposed project and to recommend measures to mitigate these impacts.

#11 intro/
background

As the Board of the Felton Gables Homeowners Association, we write on behalf of the homeowners in the 115 Menlo Park residences in a neighborhood that directly borders the Caltrain tracks and the current proposed route for the HST. Homes in our neighborhood also border Encinal Avenue, one of the Menlo Park/Atherton Streets that have a railroad crossing. Encinal Avenue, therefore, will be considered for rail-grade separation in some of your proposed alternatives. Please refer to the Attachments, a series of maps that shows the location of the homes in our neighborhood and surrounding areas.

#11
background

Our neighborhood was developed in the 1930's and 1940's. It consists of low-density single-family homes. The entire Caltrain corridor bordering our neighborhood is VERY narrow—it appears to be close to or less than 75 feet wide. As you can see, 13 homes have back yards that border the Caltrain corridor and may be subject to eminent domain. These lots range in depth from 112 feet to a maximum of 163 feet.

#11 background
#6 eminent
domain

While we represent one neighborhood, including these 13 homes, we want to point out that our neighborhood is representational of the many, many neighborhoods of Menlo Park and neighboring Peninsula cities, including San Jose, that border the Caltrain tracks. The location and design of the HST project may have significant negative impacts on our entire neighborhood and neighborhoods throughout the Peninsula: possibly dramatically degrading our quality of life; our home values; the tax revenues of our cities; the environment surrounding our homes including the quality of daylight, air, light, noise, traffic, etc. Based on the CHSRA current plans, we see no way for your project not to damage these communities and the environmental and economic fabric of Peninsula cities unless the Project-Level EIR selects an alternate route for the Project OR selects the tunnel, or possibly trench option for a Peninsula Route.

#11 background

Community impacts
#6 property values

#1 AQ

#1 Noise

#1 Traffic & Circ

#2 alternate route

#2 tunnel

#2 trench

#1 population

2 homes

0-SM 5

- The EIR process should require that interim public meetings be held (prior to the publication of the draft Program-Level EIR) after the information requested in previous bullets is provided. Once Peninsula residents know what the HST might look and sound like in our communities, affected cities and residents will be better able to respond to your request for inputs on scoping and ultimately the draft EIR.

#7 community meetings
- The EIR should include a comprehensive evaluation of tunneling or trenching as an alternative for the HST through heavily residential portions of the proposed track--at least through the cities of Menlo Park, Atherton, and Palo Alto. To date, your actions have not fostered trust that this option will be fairly evaluated. For example, the CHSRA has committed to California Assemblymember Ira Ruskin and others that this option will be given full consideration, yet other statements and actions by the CHSRA and its Director Quentin Kopp contradict this position. For example, Director Quentin Kopp publicly stated at the January 2009 CHSRA San Carlos outreach meeting that a tunneling option would not be considered because of cost, unless the cities would pay for the option (which is not possible). Also the current proposed MOU between the CHSRA and Caltrain seems to preclude this option.

#2 tunnel
#2 trench
#1 environmental impacts - construction & operational
#7 transparency
- The EIR should address how the various options/mitigations evaluated would eliminate the project having a significant negative impact on surrounding land use. Mitigations should be sufficient so that the HST project would not disrupt or divide the physical arrangement of any established communities; or that the alterations to land use on your project site would be such that the project's land use would become substantially incompatible with surrounding land use or the overall character of the surrounding neighborhoods. (An elevated track is entirely different from an at-grade or tunneled track in terms of impacting surrounding land use.)

#1 land use
- The EIR should address how the various options/mitigations evaluated would not displace a substantial number of existing housing units, people, or small businesses; nor necessitate the construction of replacement housing elsewhere. Specifically, the Project-Level EIR should give detailed lists of any properties that are likely to be acquired by eminent domain for the HST tracks or for other project purposes -- such as for temporary rail tracks or for construction easements. Thus the EIR should cover a full discussion of why other alternatives that avoid significant eminent domain seizures aren't possible and preferable. The EIR should also fully evaluate how many and the location of homes or businesses that may become uninhabitable because there is a 15-45 foot high wall immediately on their property border, thus precluding the possibility that the properties can be used and enjoyed in the manner they are today.

#1 land use
#1 population's housing
#6 local businesses
#1 Alternatives
- The EIR should address how the project impacts community aesthetics and alters microclimates in homes and businesses surrounding the project. For example, shade/shadow analysis in the vicinity of the project should be done. Will the surrounding homes and businesses, trees and vegetation be impacted negatively? How many trees will be removed or significantly pruned or may just die because of the project's design? Will the surrounding homes and businesses be able to rely on solar energy, or will that option be precluded by the project's design? Etc.

#1 Aesthetics
#1 biological impacts
#2 population & housing

- **The EIR should address how the project impacts wildlife along the project's route, including the impact on animal and bird migration.** For example, the local elementary school bordering our neighborhood (Encinal Elementary School in the Town of Atherton) is recognized as a blue bird box-nesting site. How will the migration of these birds be impacted? #1 biological resources
- **The EIR should address safety issues of the alternatives evaluated.** For example, for any elevated option discussed, how will the people living along the corridor be protected, especially in the event of a derailment? Union Pacific has stated in their comments letter that they have no intent of eliminating freight traffic along this shared line. In fact, they expect to increase it. They also point out that slow-speed freight trains and high speed trains are incompatible on the same tracks at the same time, including cross-overs. Union Pacific also requires overhead clearance of 23 feet 6 inches, which is higher than the CHSRA contemplates for its electrical system. #1 Safety
#3 coordination with other agencies
#3 coordination w/ freight
- **The EIR should address how traffic will be impacted / mitigated during the construction and operational phases of the project.** How will police and fire services be maintained to communities during construction? How will cities be compensated for damage to roads incurred during the construction phase? Air quality will be degraded during the construction phase because of dust, diesel emission fumes, etc. How will or can this be mitigated? How will the flow of traffic in Peninsula communities be impacted after the project becomes operational? How will cities be compensated for HST caused loss of business related revenue? #1 traffic & circulation
#1 public services
#1 Construction
#1 traffic & circulation
#6 property values, local businesses
- **The EIR should clearly document the right-of-way along the entire HST project.** The Union Pacific has been very clear about its restrictions for this project. Unless the right-of-way is clearly secured by the CHSRA for the entire route of the HST, the Project-Level EIR should not be conducted, nor should the HST project be started. #6 Acquiring ROW
- **The EIR should clearly document a business plan that would insure financing for the completion of the ENTIRE HST project and the required profitable operation of the HST.** Otherwise, isn't any action to begin this "big dig" illegal? #5 profitability
#5 cost construction & operational

In sum, CEQA requires that the CHSRA analyze a FULL range of alternatives for the project, or for the location of the project, which would attain most of the project's basic objectives and avoid or substantially reduce any of the significant negative impacts of the project. Thus, the CHSRA's first responsibility is to choose the alternative that best avoids negative impacts. If the CHSRA sticks with the Pacheco Pass/Peninsula Caltrain Corridor Alternative, then the CHSRA has the responsibility to mitigate the damages--not to choose the least expensive alternative as suggested by public statements made by the CHSRA or its representatives. #1 Alternatives
#1 Alternatives
#2 Alternate route

Sincerely,

Board of Directors
Felton Gables Homeowners Association
(Signature page follows)

Signatures of Felton Gables Homeowners Association Board of Directors

Felton Gables Homeowners Association Co-Presidents

Elizabeth Blois
Elizabeth Blois

Judy Font
Judy Font

Felton Gables Homeowners Association Board Members

Kevin Allard
Kevin Allard

Marcy Abramowitz
Marcy Abramowitz

Gail Blumberg
Gail Blumberg

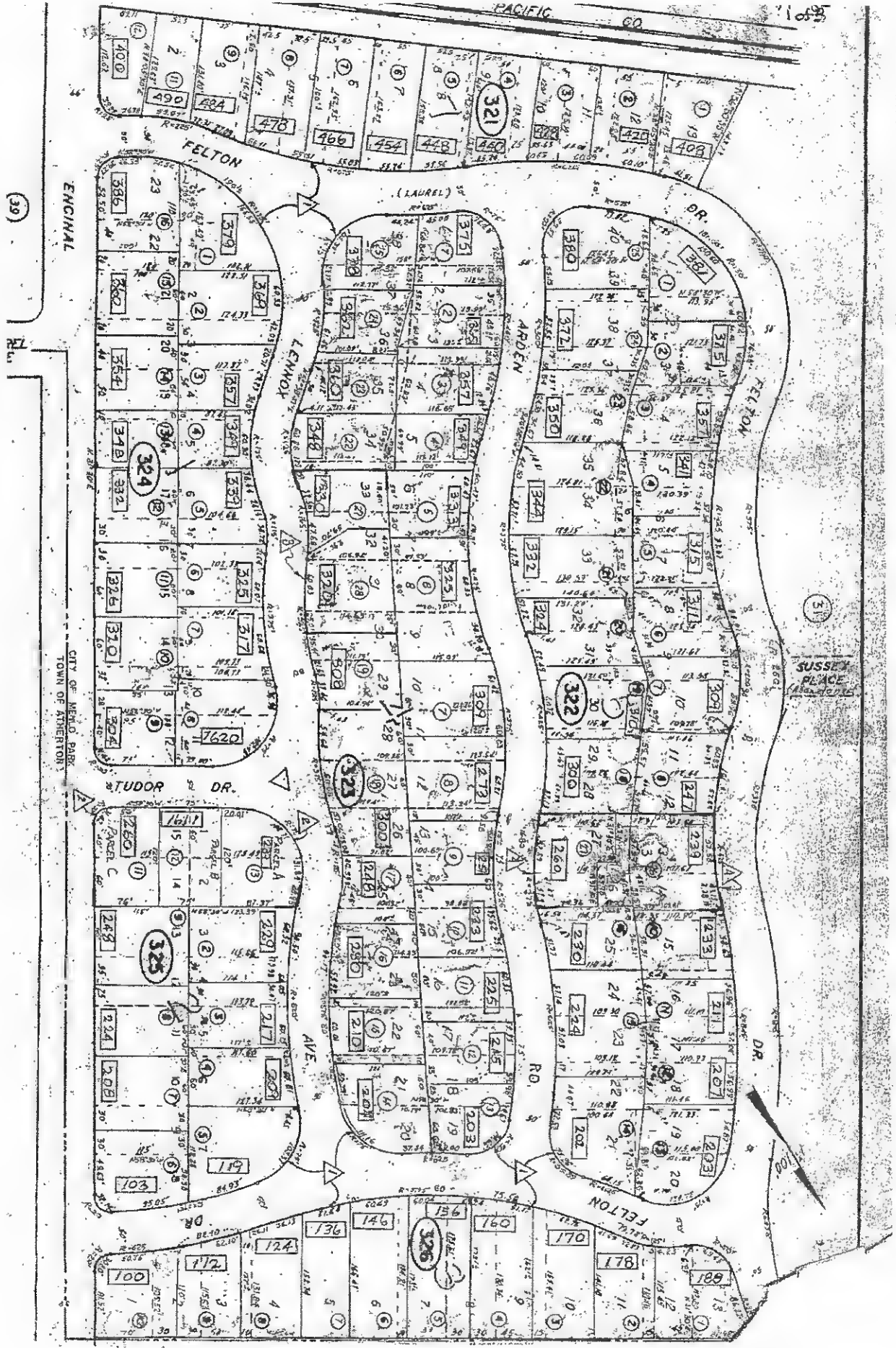
Bob Kelly
Bob Kelly

Russ Peterson
Russ Peterson

Lorie Satzger
Lorie Satzger

Laurie Thomas
Laurie Thomas

cc: Menlo Park City Council
Atherton Town Council
Palo Alto City Council
Senator Alan Lowenthal
Senator Joe Simitian
Senator Darrell Steinberg
Assemblymember Ira Ruskin

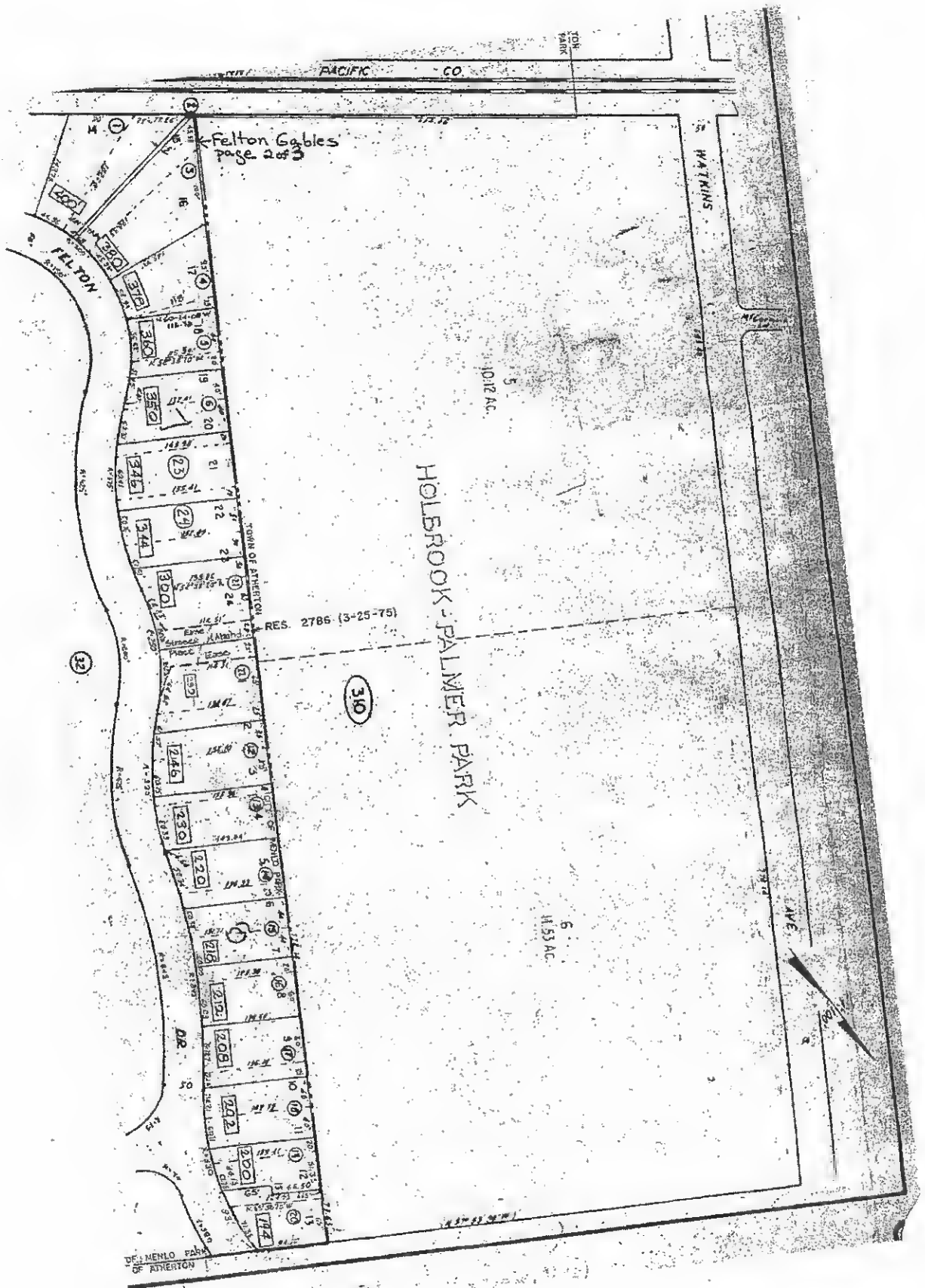


39

12

ENCINAL

CITY OF MENLO PARK
TOWN OF ATHERTON



Felton Gables
page 2 of 3

HOLBROOK-PALMER PARK

RES. 2786 (3-25-75)

310

10.12 AC.

11.53 AC.

AVE

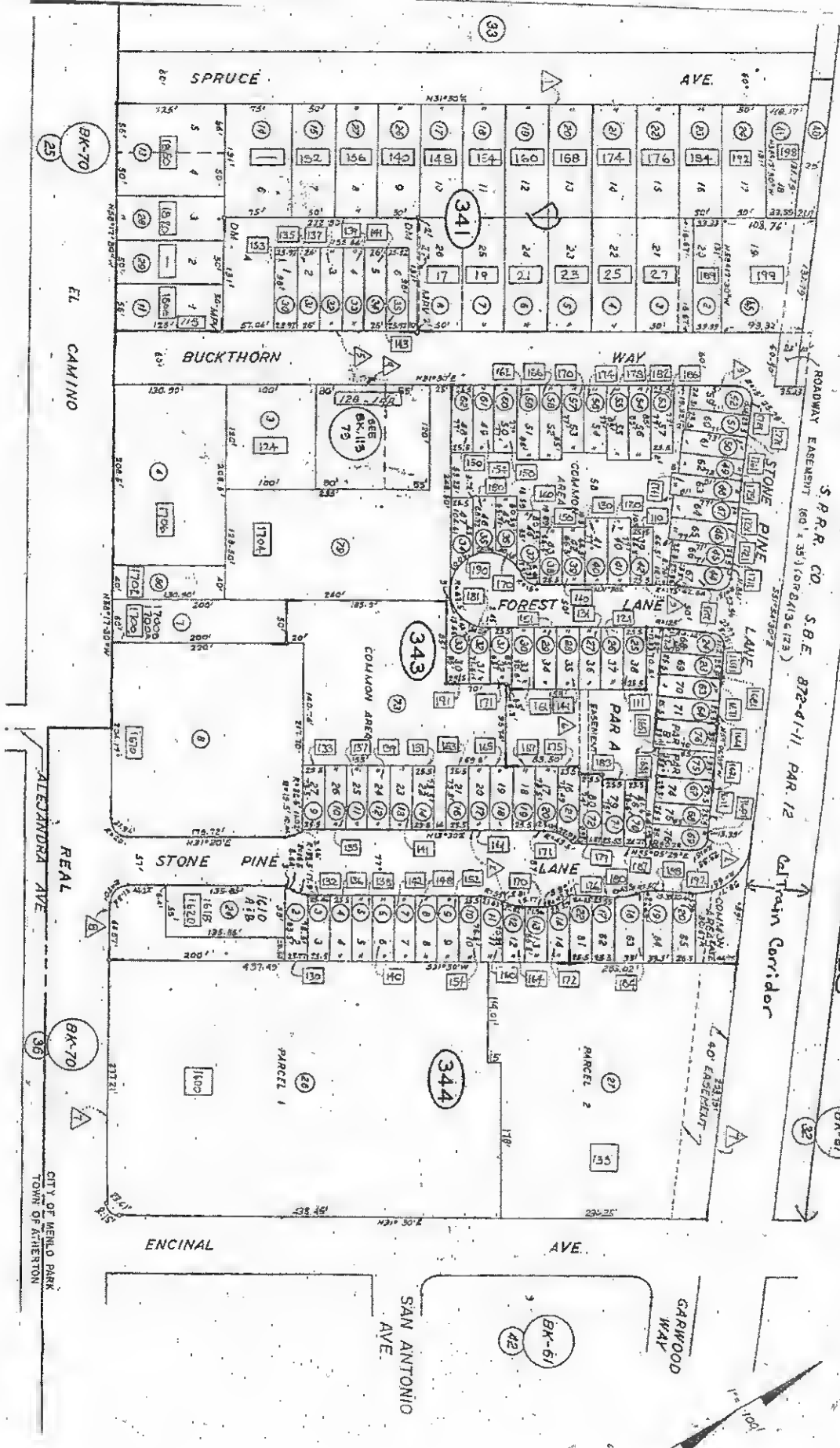
11.00

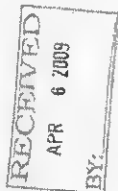
DE MENLO PARK
OF ATHERTON

Map Book -
TOWN OF ANTHONY PARK
CITY OF MEMO PARK

FELTON CABLES

Felton Cables
Page 3 of 3





Felton Gables Homeowners Association
1134 Crane Street, Suite 216
Menlo Park, CA 94025

April 2, 2009

California High Speed Rail Authority (CHSRA)
Attn: San Francisco to San Jose HST Project EIR/EIS
925 L Street, Suite 1425
Sacramento, CA 95814

Re: Comments on Scope of the Project-Level Environmental Impact Report (EIR/EIS) for the San Francisco to San Jose Segment of the California High-Speed Train (HST)

Dear Mr. Dan Leavitt, Deputy Director, California High Speed Rail Authority,

Thank you for requesting that interested residents, cities, organizations, etc., provide comments and suggestions regarding the scope of your upcoming Project-Level HST EIR required in support of the California Environmental Quality Act (CEQA). Goals of CEQA and the required future draft EIR include that the CHSRA conduct informed decision-making and encourage public participation in the HST project. Therefore, a primary purpose of this draft EIR will be to disclose the potentially significant environmental impacts of the proposed project and to recommend measures to mitigate these impacts.

As the Board of the Felton Gables Homeowners Association, we write on behalf of the homeowners in the 115 Menlo Park residences in a neighborhood that directly borders the Caltrain tracks and the current proposed route for the HST. Homes in our neighborhood also border Euclid Avenue, one of the Menlo Park/Atherton Streets that have a railroad crossing. Euclid Avenue, therefore, will be considered for rail-grade separation in some of your proposed alternatives. Please refer to the Attachments, a series of maps that shows the location of the homes in our neighborhood and surrounding areas.

Our neighborhood was developed in the 1930's and 1940's. It consists of low-density single-family homes. The entire Caltrain corridor bordering our neighborhood is VERY narrow—it appears to be close to or less than 75 feet wide. As you can see, 13 homes have back yards that border the Caltrain corridor and may be subject to eminent domain. These lots range in depth from 112 feet to a maximum of 163 feet.

While we represent one neighborhood, including these 13 homes, we want to point out that our neighborhood is representative of the many, many neighborhoods of Menlo Park and neighboring Peninsula cities, including San Jose, that border the Caltrain tracks. The location and design of the HST project may have significant negative impacts on our entire neighborhood and neighborhoods throughout the Peninsula: possibly dramatically degrading our quality of life; our home values; the tax revenues of our cities; the environment surrounding our homes including the quality of daylight, air, light, noise, traffic, etc. Based on the CHSRA current plans, we see no way for your project not to damage these communities and the environmental and economic fabric of Peninsula cities unless the Project-Level EIR selects an alternate route for the Project OR selects the tunnel, or possibly trench option for a Peninsula Route.

O-SM-6

Our comments on scoping areas of the CHSRA Project-Level EIR include:

- We fully support the content of the excellent letters sent to the CHSRA on the Project-Level EIR by the City of Menlo Park, the Town of Atherton, and the City of Palo Alto.
- The Project-Level EIR should include in its scope a new evaluation or reopening of issues addressed in the Program-Level EIR. This evaluation must be done because the CHSRA has changed the business assumptions used in its original Program-Level EIR significantly. Therefore, the Program-Level HST EIR failed to sufficiently disclose and evaluate the negative environmental impact to residential communities along the Peninsula corridor. It indeed appears that the CHSRA picked the Pacheco Pass / Caltrain corridor route prematurely, is now inclined to choose the cheapest construction option for this route, and is trying to claim that there is little mitigation that can be done. Instead, due to major changes in the underlying assumptions in the HST plans, CHSRA needs to basically re-think this route, including showing us detailed examples of other options and related mitigations FOR EACH OPTION. We believe that CHSRA will then find that other options might not need as significant mitigation as the chosen route. The Town of Atherton March letter to the CHSRA contains an excellent discussion of the need to re-open the Program-Level EIR or at least re-visit route alternatives other than the Peninsula Caltrain corridor. We support the positions taken in their letter.
- The Project-Level EIR should provide a level of transparency (concrete information) to the public that was not provided in the 1A Bond Issue materials, in previous CHSRA outreach meetings, and in the Program-Level EIR. I.e., detailed diagrams and simulated renditions of the various options you evaluate need to be included in the EIR, including what your proposed alternatives actually look like in residential and small business areas along the tracks. If you use walls, will they be 15 feet high, 22 feet high, or even 46 feet high (if a sound wall to mitigate noise will be required)? Again, we would argue that the public and the past voters for 1A were not adequately informed that any wall might be needed for your project. Again, we refer to wording in the excellent Town of Atherton letter to the CHSRA:

"The project-level EIR/EIS should include accurate, to-scale architectural models of what the project would look like with the varying types of grade separation (aerial, elevated fill, retaining walls, trench, cut-and-cover, and tunnel). This will allow residents of affected communities to understand the long lasting changes that will occur in their communities.

The project level public outreach should also include sound samples, or 'clips', of actual HSTs at various speeds in settings similar to those present in the communities of the Peninsula. Comparison samples of Caltrain's different trains should be included.... Trench and tunnel alternatives completely eliminate the adverse noise impacts and the adverse visual impacts of berms, sound walls, electrification poles and catenaries, and therefore should be considered for avoidance of these impacts."

Don't forget

and note

- The EIR process should require that interim public meetings be held (prior to the publication of the draft Program-Level EIR) after the information requested in previous bullets is provided. Once Peninsula residents know what the HST might look and sound like in our communities, affected cities and residents will be better able to respond to your request for inputs on scoping and ultimately the draft EIR.
- The EIR should include a comprehensive evaluation of tunneling or trenching as an alternative for the HST through heavily residential portions of the proposed track—at least through the cities of Menlo Park, Atherton, and Palo Alto. To date, your actions have not fostered trust that this option will be fairly evaluated. For example, the CHSRA has committed to California Assemblymember Ima Ruskina and others that this option will be given full consideration, yet other statements and actions by the CHSRA and its Director Quentin Kopp contradict this position. For example, Director Quentin Kopp publicly stated at the January 2009 CHSRA San Carlos outreach meeting that a tunneling option would not be considered because of cost, unless the cities would pay for the option (which is not possible). Also the current proposed MOU between the CHSRA and Caltrain seems to preclude this option.
- The EIR should address how the various options/mitigations evaluated would eliminate the project having a significant negative impact on surrounding land use. Mitigations should be sufficient so that the HST project would not disrupt or divide the physical arrangement of any established communities; or that the alterations to land use on your project site would be such that the project's land use would become substantially incompatible with surrounding land use or the overall character of the surrounding neighborhoods. (An elevated track is entirely different from an at-grade or tunneled track in terms of impacting surrounding land use.)
- The EIR should address how the various options/mitigations evaluated would not displace a substantial number of existing housing units, people, or small businesses, nor necessitate the construction of replacement housing elsewhere. Specifically, the Project-Level EIR should give detailed lists of any properties that are likely to be acquired by eminent domain for the HST tracks or for other project purposes—such as for temporary rail tracks or for construction easements. Thus the EIR should cover a full discussion of why other alternatives that avoid significant eminent domain seizures aren't possible and preferable. The EIR should also fully evaluate how many and the location of homes or businesses that may become uninhabitable because there is a 15-45 foot high wall immediately on their property border, thus precluding the possibility that the properties can be used and enjoyed in the manner they are today.
- The EIR should address how the project impacts community aesthetics and alters microclimates in homes and businesses surrounding the project. For example, shade/shadow analysis in the vicinity of the project should be done. Will the surrounding homes and businesses, trees and vegetation be impacted negatively? How many trees will be removed or significantly pruned or may just die because of the project's design? Will the surrounding homes and businesses be able to rely on solar energy, or will that option be precluded by the project's design? Etc.

- **The EIR should address how the project impacts wildlife along the project's route, including the impact on animal and bird migration.** For example, the local elementary school bordering our neighborhood (Encinal Elementary School in the Town of Atherton) is recognized as a blue bird box-nesting site. How will the migration of these birds be impacted?
- **The EIR should address safety issues of the alternatives evaluated.** For example, for any elevated option discussed, how will the people living along the corridor be protected, especially in the event of a derailment? Union Pacific has stated in their comments letter that they have no intent of eliminating freight traffic along this shared line. In fact, they expect to increase it. They also point out that slow-speed freight trains and high speed trains are incompatible on the same tracks at the same time, including cross-overs. Union Pacific also requires overhead clearance of 23 feet 6 inches, which is higher than the CHSRA contemplates for its electrical system.
- **The EIR should address how traffic will be impacted / mitigated during the construction and operational phases of the project.** How will police and fire services be maintained to communities during construction? How will cities be compensated for damage to roads incurred during the construction phase? Air quality will be degraded during the construction phase because of dust, diesel engine fumes, etc. How will or can this be mitigated? How will the flow of traffic in Peninsula communities be impacted after the project becomes operational? How will cities be compensated for HST caused loss of business related revenue?
- **The EIR should clearly document the right-of-way along the entire HST project.** The Union Pacific has been very clear about its restrictions for this project. Unless the right-of-way is clearly secured by the CHSRA for the entire route of the HST, the Project-Level EIR should not be conducted, nor should the HST project be started.
- **The EIR should clearly document a business plan that would insure financing for the completion of the ENTIRE HST project and the required profitable operation of the HST.** Otherwise, isn't any action to begin this "big dig" illegal?

In sum, CEQA requires that the CHSRA analyze a FULL range of alternatives for the project, or for the location of the project, which would attain most of the project's basic objectives and avoid or substantially reduce any of the significant negative impacts of the project. Thus, the CHSRA's first responsibility is to choose the alternative that best avoids negative impacts. If the CHSRA sticks with the Pacheco Pass/Peninsula Caltrain Corridor Alternative, then the CHSRA has the responsibility to mitigate the damages—not to choose the least expensive alternative as suggested by public statements made by the CHSRA or its representatives.

Sincerely,

Board of Directors
Felton Gables Homeowners Association
(Signature page follows)

Don't waste

Signatures of Felton Gables Homeowners Association Board of Directors

Felton Gables Homeowners Association Co-Presidents

Elizabeth Blois
Elizabeth Blois

Judy Font
Judy Font

Felton Gables Homeowners Association Board Members

Kevin Allard
Kevin Allard

Marcy Abramowitz
Marcy Abramowitz

Gail Blumberg
Gail Blumberg

Bob Kelly
Bob Kelly

Russ Peterson
Russ Peterson

Lorie Salzer
Lorie Salzer

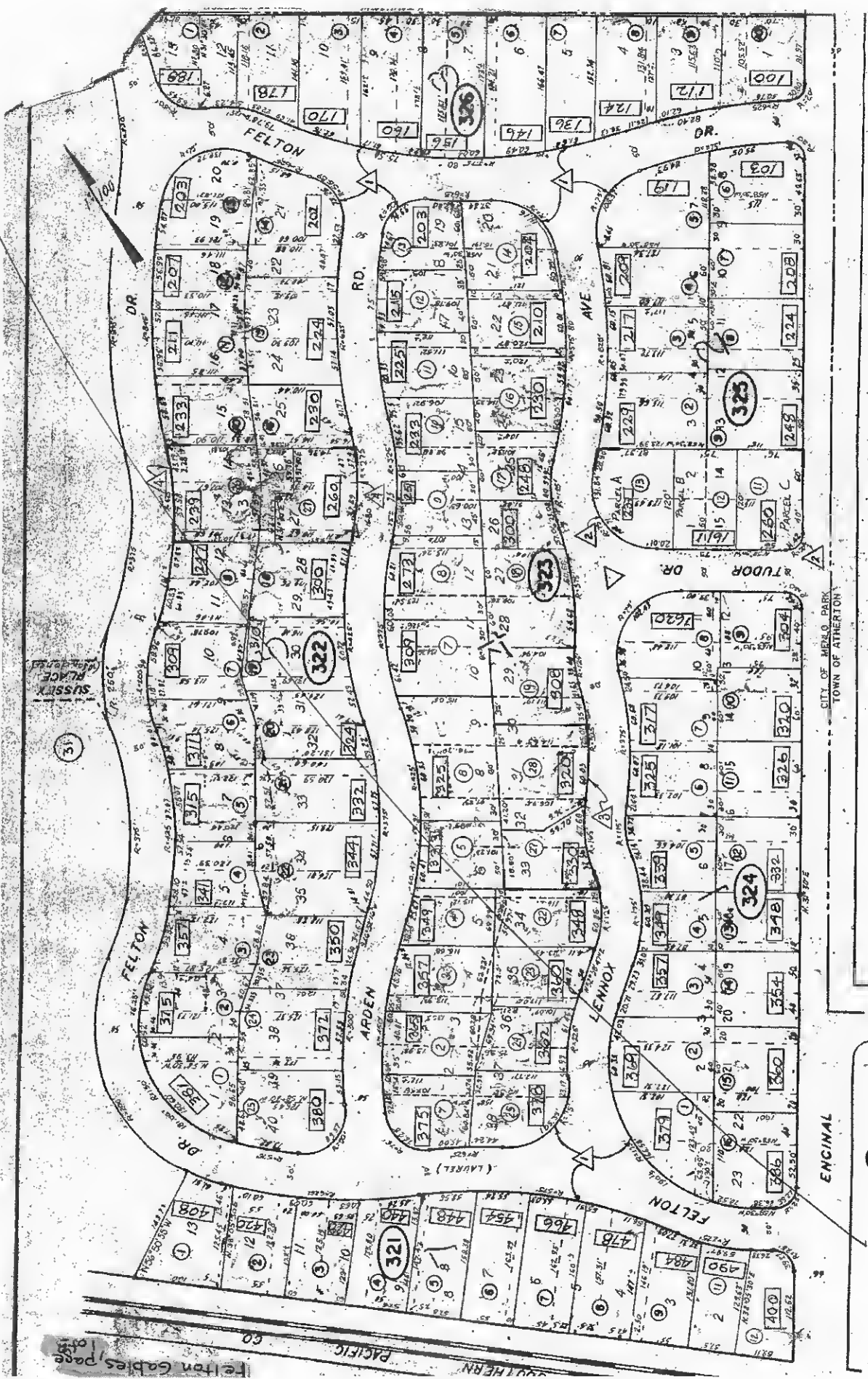
Laurie Thomas
Laurie Thomas

cc: Menlo Park City Council
Atherton Town Council
Palo Alto City Council
Senator Alan Lowenthal
Senator Joe Simitian
Senator Darrell Steinberg
Assemblymember Ira Rusk

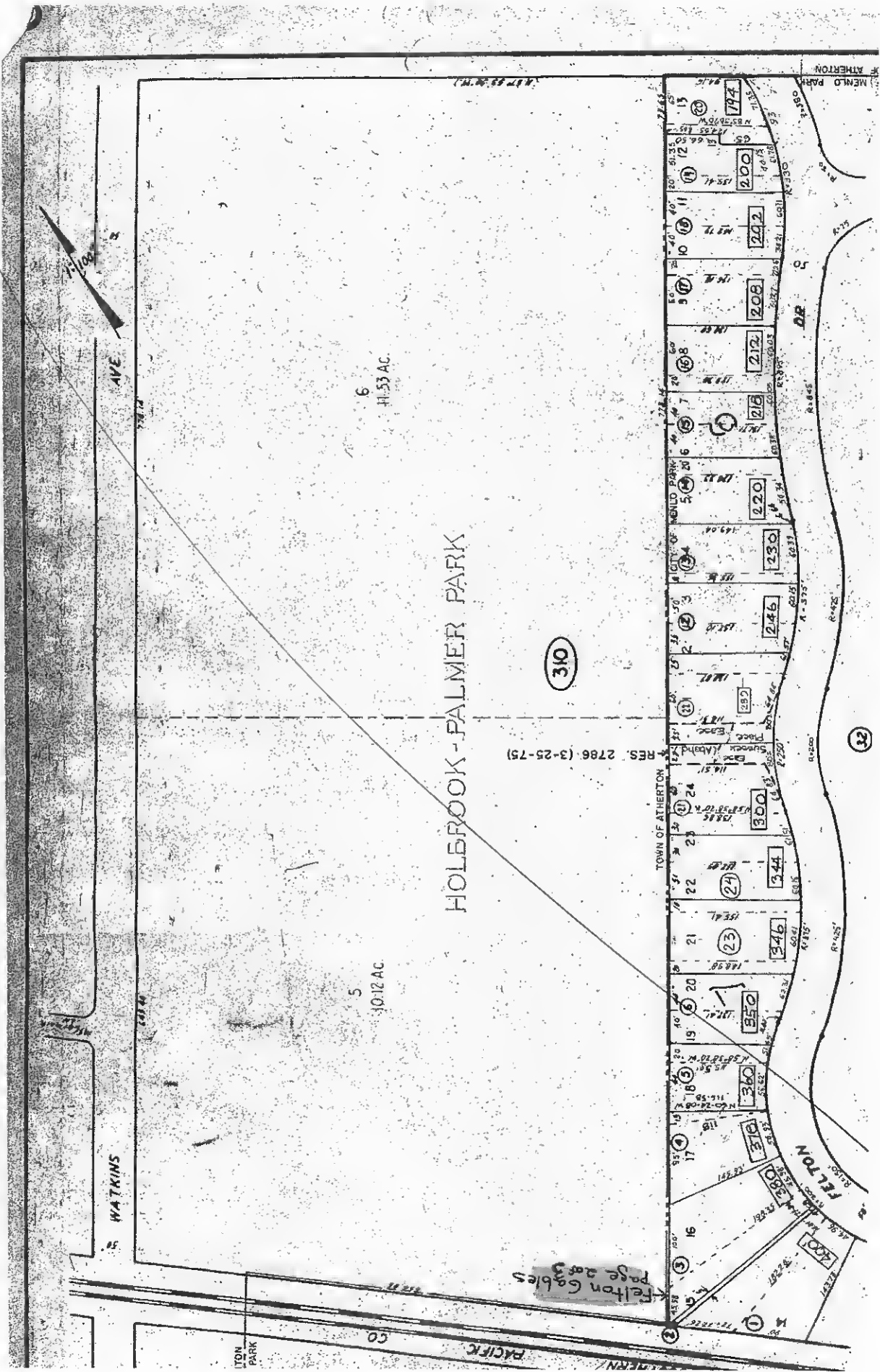
Attachments

Dup 11 cards

100 ft center

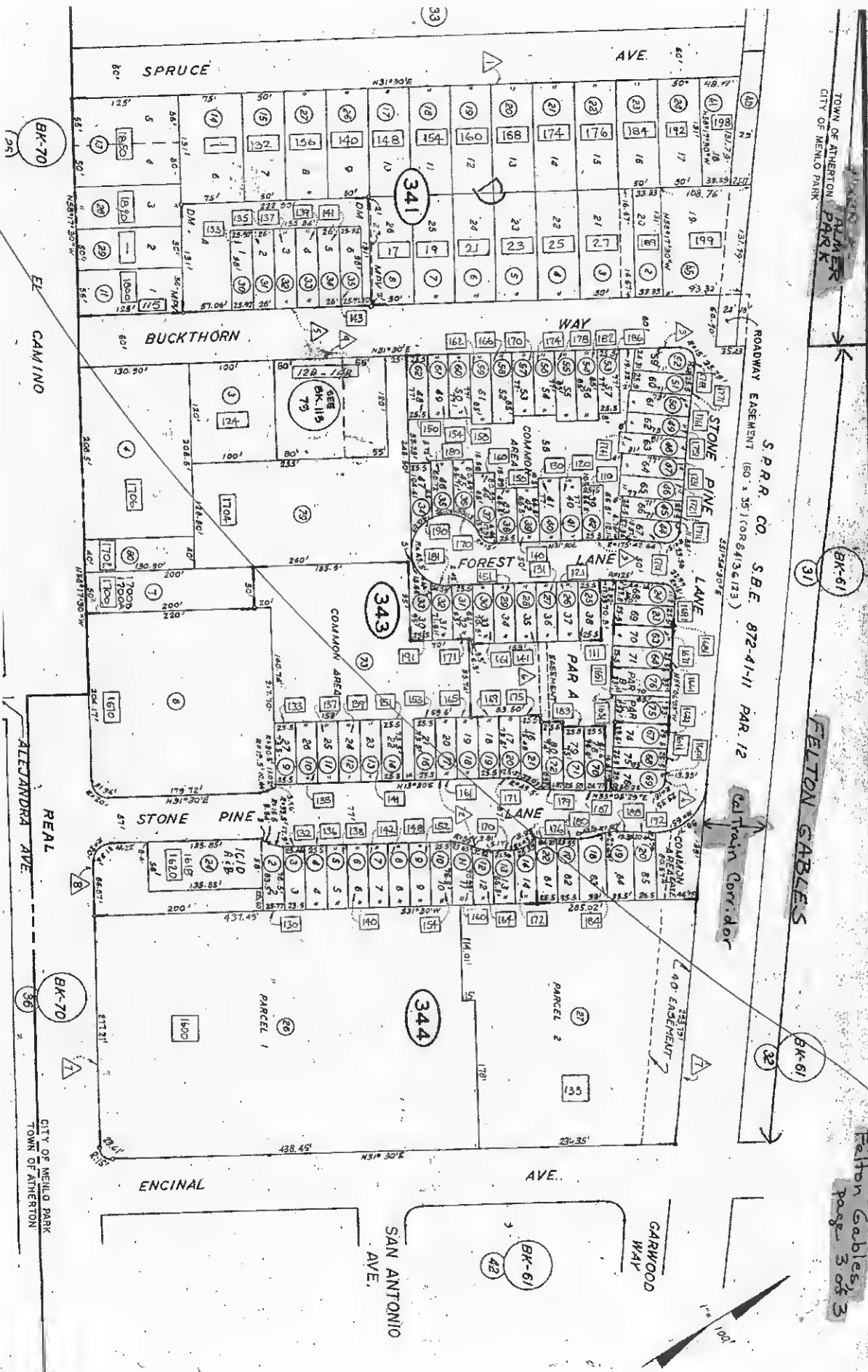


dupl/c center



Felton Gables
page 2003

20011 dnd



TOWN OF MENDOTA PARK

PLAT

31

BK-61

31

FELTON CABLES

32

BK-61

32

FELTON CABLES

33

BK-61

33

FELTON CABLES

34

BK-61

34

Felton Cables
Page 3 of 3

Kris Livingston

From: HSR Comments
Sent: Thursday, March 05, 2009 2:46 PM
To: Kris Livingston
Subject: FW: GESC Official Letter to High Speed Rail Authority, February 27, 2009
Attachments: GESC Letter to High Speed Rail Authority.doc

From: Ben Fuller [mailto:bfuller@linktv.org]
Sent: Friday, February 27, 2009 10:05 PM
To: HSR Comments
Cc: 'Ben Fuller'; 'Paul Maggini'; 'Tim Hilborn'; 'Leslie and Sam Herzberg'; ShaunaBZ@aol.com; 'Jim Vick'; 'Al Savay'; 'Robert Weil'; 'Omar Ahmad'; mgrocott@cityofsancarlos.org; blewis@cityofsancarlos.org; bgrassilli@cityofsancarlos.org; rroyce@cityofsancarlos.org; 'Scot Marsters'
Subject: GESC Official Letter to High Speed Rail Authority, February 27, 2009

Dear High Speed Rail Authority:

Please find attached as a Word Document **The Greater East San Carlos Neighborhood Association's Official Comments to include in the Environmental Impact Report** for the implementation of High Speed Rail through our neighborhood. We will be coordinating our communication with other affected neighborhoods along the Peninsula and look forward to proactively collaborating with you on solutions to the issues we have raised in our letter. We are CC'ing our local City Council and City Staff in San Carlos, so that they may also be abreast of developments. We retain the right to submit future letters before the deadline, but wanted to get on record early in this process so that we might help you understand critical issues involved with this project.

Sincerely,

Ben Fuller
President, GESC
650 637-0111

February 27, 2009

California High-Speed Rail Authority
925 L Street, Suite 1425
Sacramento, CA 95814

Dear High Speed Rail Authority,

I am writing on behalf of the Greater East San Carlos Neighborhood Association (GESC) to comment on the high speed rail proposal, which proposes utilizing the CalTrain corridor down the San Mateo County Peninsula. I serve as the President of the Greater East San Carlos Neighborhood Association, which is the residential neighborhood located east of the CalTrain tracks and north and south of Holly Street in San Carlos. The GESC Board would like to offer the following comments for inclusion in your environmental impact report regarding the current high speed rail proposal:

Comments to include in the Environmental Impact Report:

#11 intro

#7 Public

Outreach

(Consider public interests/ notification)

#11 intro

#7 Public
outreach

(Consider public interests/ notification)

O-SM-7

- 1) **Transit Village:** SamTrans is currently developing plans for a Transit Village north and South of Holly along El Camino Real. We'd like to ensure that project incorporates these high speed rail considerations when it is proposed. We believe that CalTrain/SamTrans should rethink the viability of the Transit Village concept in light of high speed rail. Originally, the apartments were to be 50 ft from the tracks to buffer new residents from noise and vibration. Now, it seems that the tracks will be right up against the High Speed Rail Line.
 - #1 Land use
 - #2 Alignment
 - #3 Coordination
 - #1 noise
 - #1 vibration
- 2) **Parking:** Please make sure the EIR for the high speed rail addresses the need for adequate long term parking (greater than 24 hours) especially at local CalTrain stations. Currently there is no parking for over 24 hours and this lack of parking impacts surrounding residential areas.
 - #1 traffic & circulation
 - #3 Coordination
- 3) **Landscaping:** Please make sure the EIR addresses the need for multiple layers of landscaping to shield the neighboring residences from trains (due to noise, wind and the potential new overhead wires).
 - #1 landscaping
- 4) **Vibrations/Retrofitting:** Please make sure that an assessment is made of existing and potential increased vibrations caused by increased train usage along the existing rail corridor. Existing residents in houses along Old County Road have complained about increased vibrations and resulting cracks in their walls, since the CalTrain tracks were raised 10 years ago. Was the raised corridor constructed to handle the proposed increase in capacity and frequency of proposed train traffic? If the rail corridor was not constructed to be able to handle the proposed capacity and frequency of existing CalTrain and high speed rail traffic, will the raised corridor be retrofitted to be able to better handle increase vibrations?
 - #1 noise
 - #1 vibration
 - #3 freq. of train
 - #3 Coordination
 - #2 Different construction method
- 5) **Undergrounding:** If it is possible that the existing raised train tracks would have to be retrofitted, could it be considered that the train tracks could be undergrounded in San Carlos as others have requested in communities such as Palo Alto, Atherton, and Burlingame? The raising of the train solved a traffic circulation issue at Holly, but has caused East San Carlos to be cut off from West San Carlos, and an increase in vibration to homes along Old County Road, and an increase in train noise into the GESC neighborhood a further distance than it had been before the tracks were raised
 - #2 underground
 - #1 noise
 - #1 vibration
- 6) **Pedestrian-Friendly from East San Carlos:** The power lines previously located on the west side of Old County Road were relocated in the middle of the sidewalks along Old County Road, thus making the sidewalks non-compliant with Americans with Disabilities Act requirements, and forcing residents in wheelchairs and moms with strollers to have to walk into the street to get around these power lines. These sidewalks serve as the primary pedestrian mode of transportation to the west side of San Carlos at the Train Depot. 10 years after the CalTrain tracks were raised the sidewalks still have not been improved, are cracked, and do not have wheelchair access at their curbs. Please make sure the EIR addresses the incorporation of additional pedestrian connections between East and West San Carlos including improved ADA accessible landscaped sidewalks and undergrounding of utilities located in the middle of existing sidewalks on Old County Road, improved pedestrian crosswalks at intersections at Holly and Old County Road and East San Carlos and Old County Road, and improved bike lanes on Old County Road.
 - #1 traffic & circulation
- 7) **Removal of Kelly-Moore Spur:** As part of the EIR look at the removal of the Kelly-Moore Spur which has never been used, would give businesses back parking spaces lost, and remove the bump in the road that is viewed as an obstacle by motorists. There are San Carlos Police records documenting a history of accidents near this spur.
 - #1 traffic & circulation
 - #2 Alignment
- 8) **Loading Platform:** As part of the EIR study the impact of potentially moving the passenger loading platform and its impact on both residents and businesses in Greater East San Carlos.
 - #2 Different station location
- 9) **Safety:** As part of the EIR address the safety concerns of having high speed trains run through such a heavily populated area. How will children be prevented from trying to stand on the tracks of CalTrain or High Speed Rail?
 - #1 safety & security
- 10) **Historical Train Depot:** Please address in the EIR the impact of the project to the historical Train Depot and the plans for a community gathering area nearby.
 - #1 historical resources

11) **Noise:** Please make sure that the EIR addresses the noise impact both during and after construction. If there is an increase in noise impacts we would like to see a noise mitigation program be developed to mitigate noise pollution by noise insulating residents homes, similar to the noise mitigation program the San Francisco International Airport funds.

#1
noise

12) **Coordinated Transit Plan to Reach Neighborhoods:** High Speed Rail Authority needs to work CalTrain and SamTrans to create a transportation system that links together so people can go where they need to go without needing a car. I don't need to go to LA by high-speed train very often. I do, however need to go to work, run errands, get groceries etc.

#3
coordination/
transfer to
other systems

13) **Potential adverse impacts to residents in Greater East San Carlos.** Should the EIR determine there will be unavoidable potential impacts to residents in Greater East San Carlos as a result of more and higher frequency train travel along this rail corridor, which could result in a decrease in residential property values, we would like to know about potential compensation for those losses to residents as well potential improvements to the quality of life of our neighborhood based on opportunities described above.

#3 freq. of
trains
#6 Property
values

Please add GESC Board members to the mailing list for all future correspondence regarding the proposed high speed rail proposal along the CalTrain corridor.

Ben Fuller, 1035 Sylvan Drive, bfuller@linktv.org
Sam Herzberg, 996 Sylvan Drive, slatherzberg@comcast.net,
Paul Magginnetti, 1023 Springfield Drive, pdmaggine@hotmail.com
Shauna Blake-Zaragoza, 988 Holly Street, shaunabz@aol.com
Jim Vick, 1000 Hall Street dingo65@sbcglobal.net,
Tim Hilborn, 1052 Sylvan Drive, nyoint1@sbcglobal.net, greatereast sancarlos@gmail.com.

Also, please add our President Emeritus, Scot Marsters, 990 Cherry Street, sam@gene.com.

#11
Conclusion

Thank you,

Ben Fuller
President, GESC

February 27, 2009

California High-Speed Rail Authority
925 L Street, Suite 1425.
Sacramento, CA 95814

Dear High Speed Rail Authority,

Duplicate

I am writing on behalf of the Greater East San Carlos Neighborhood Association (GESC) to comment on the high speed rail proposal, which proposes utilizing the CalTrain corridor down the San Mateo County Peninsula. I serve as the President of the Greater East San Carlos Neighborhood Association, which is the residential neighborhood located east of the CalTrain tracks and north and south of Holly Street in San Carlos. The GESC Board would like to offer the following comments for inclusion in your environmental impact report regarding the current high speed rail proposal:

Comments to include in the Environmental Impact Report:

- 1) **Transit Village:** SamTrans is currently developing plans for a Transit Village north and South of Holly along El Camino Real. We'd like to ensure that project incorporates these high speed rail considerations when it is proposed. We believe that CalTrain/SamTrans should rethink the viability of the Transit Village concept in light of high speed rail. Originally, the apartments were to be 50 ft from the tracks to buffer new residents from noise and vibration. Now, it seems that the tracks will be right up against the High Speed Rail Line.
- 2) **Parking:** Please make sure the EIR for the high speed rail addresses the need for adequate long term parking (greater than 24 hours) especially at local CalTrain stations. Currently there is no parking for over 24 hours and this lack of parking impacts surrounding residential areas.
- 3) **Landscaping:** Please make sure the EIR addresses the need for multiple layers of landscaping to shield the neighboring residences from trains (due to noise, wind and the potential new overhead wires).
- 4) **Vibrations/Retrofitting:** Please make sure that an assessment is made of existing and potential increased vibrations caused by increased train usage along the existing rail corridor. Existing residents in houses along Old County Road have complained about increased vibrations and resulting cracks in their walls, since the CalTrain tracks were raised 10 years ago. Was the raised corridor constructed to handle the proposed increase in capacity and frequency of proposed train traffic? If the rail corridor was not constructed to be able to handle the proposed capacity and frequency of existing CalTrain and high speed rail traffic, will the raised corridor be retrofitted to be able to better handle increase vibrations?
- 5) **Undergrounding:** If it is possible that the existing raised train tracks would have to be retrofitted, could it be considered that the train tracks could be undergrounded in San Carlos as others have requested in communities such as Palo Alto, Atherton, and Burlingame? The raising of the train solved a traffic circulation issue at Holly, but has caused East San Carlos to be cut off from West San Carlos, and an increase in vibration to homes along Old County Road, and an increase in train noise into the GESC neighborhood a further distance than it had been before the tracks were raised

O-SM-7

- 6) **Pedestrian-Friendly from East San Carlos:** The power lines previously located on the west side of Old County Road were relocated in the middle of the sidewalks along Old County Road, thus making the sidewalks non-compliant with Americans with Disabilities Act requirements, and forcing residents in wheelchairs and moms with strollers to have to walk into the street to get around these power lines. These sidewalks serve as the primary pedestrian mode of transportation to the west side of San Carlos at the Train Depot. 10 years after the CalTrain tracks were raised the sidewalks still have not been improved, are cracked, and do not have wheelchair access at their curbs. Please make sure the EIR addresses the incorporation of additional pedestrian connections between East and West San Carlos including improved ADA accessible landscaped sidewalks and undergrounding of utilities located in the middle of existing sidewalks on Old County Road, improved pedestrian crosswalks at intersections at Holly and Old County Road and East San Carlos and Old County Road, and improved bike lanes on Old County Road.
- 7) **Removal of Kelly-Moore Spur:** As part of the EIR look at the removal of the Kelly-Moore Spur which has never been used, would give businesses back parking spaces lost, and remove the bump in the road that is viewed as an obstacle by motorists. There are San Carlos Police records documenting a history of accidents near this spur.
- 8) **Loading Platform:** As part of the EIR study the impact of potentially moving the passenger loading platform and its impact on both residents and businesses in Greater East San Carlos. Duplicative
- 9) **Safety:** As part of the EIR address the safety concerns of having high speed trains run through such a heavily populated area. How will children be prevented from trying to stand on the tracks of CalTrain or High Speed Rail?
- 10) **Historical Train Depot:** Please address in the EIR the impact of the project to the historical Train Depot and the plans for a community gathering area nearby.
- 11) **Noise:** Please make sure that the EIR addresses the noise impact both during and after construction. If there is an increase in noise impacts we would like to see a noise mitigation program be developed to mitigate noise pollution by noise insulating residents homes, similar to the noise mitigation program the San Francisco International Airport funds.
- 12) **Coordinated Transit Plan to Reach Neighborhoods:** High Speed Rail Authority needs to work CalTrain and SamTrans to create a transportation system that links together so people can go where they need to go without needing a car. I don't need to go to LA by high-speed train very often. I do, however need to go to work, run errands, get groceries etc.
- 13) **Potential adverse impacts to residents in Greater East San Carlos.** Should the EIR determine there will be unavoidable potential impacts to residents in Greater East San Carlos as a result of more and higher frequency train travel along this rail corridor, which could result in a decrease in residential property values, we would like to know about potential compensation for those losses to residents as well potential improvements to the quality of life of our neighborhood based on opportunities described above.

Please add GESC Board members to the mailing list for all future correspondence regarding the proposed high speed rail proposal along the CalTrain corridor.

Ben Fuller, 1035 Sylvan Drive, bfuller@linktv.org

Sam Herzberg, 996 Sylvan Drive, slatherzberg@comcast.net,

Paul Magginnetti, 1023 Springfield Drive, pdmagine@hotmail.com

Shauna Blake-Zaragoza, 988 Holly Street, shaunabz@aol.com

Jim Vick, 1000 Hall Street dingo65@sbcglobal.net,

Tim Hilborn, 1052 Sylvan Drive, nyoint1@sbcglobal.net, greater east sancarlos@gmail.com.

Also, please add our President Emeritus, Scot Marsters, 990 Cherry Street, sam@gene.com.

Thank you,

Ben Fuller
President, GESC

Duplicative

February 27, 2009

California High-Speed Rail Authority
925 L Street, Suite 1425
Sacramento, CA 95814

Dear High Speed Rail Authority,

I am writing on behalf of the Greater East San Carlos Neighborhood Association (GESC) to comment on the high speed rail proposal, which proposes utilizing the CalTrain corridor down the San Mateo County Peninsula. I serve as the President of the Greater East San Carlos Neighborhood Association, which is the residential neighborhood located east of the CalTrain tracks and north and south of Holly Street in San Carlos. The GESC Board would like to offer the following comments for inclusion in your environmental impact report regarding the current high speed rail proposal:

Comments to include in the Environmental Impact Report:

- 1) **Transit Village:** SamTrans is currently developing plans for a Transit Village north and South of Holly along El Camino Real. We'd like to ensure that project incorporates these high speed rail considerations when it is proposed. We believe that CalTrain/SamTrans should rethink the viability of the Transit Village concept in light of high speed rail. Originally, the apartments were to be 50 ft from the tracks to buffer new residents from noise and vibration. Now, it seems that the tracks will be right up against the High Speed Rail Line.
- 2) **Parking:** Please make sure the EIR for the high speed rail addresses the need for adequate long term parking (greater than 24 hours) especially at local CalTrain stations. Currently there is no parking for over 24 hours and this lack of parking impacts surrounding residential areas.
- 3) **Landscaping:** Please make sure the EIR addresses the need for multiple layers of landscaping to shield the neighboring residences from trains (due to noise, wind and the potential new overhead wires).
- 4) **Vibrations/Retrofitting:** Please make sure that an assessment is made of existing and potential increased vibrations caused by increased train usage along the existing rail corridor. Existing residents in houses along Old County Road have complained about increased vibrations and resulting cracks in their walls, since the CalTrain tracks were raised 10 years ago. Was the raised corridor constructed to handle the proposed increase in capacity and frequency of proposed train traffic? If the rail corridor was not constructed to be able to handle the proposed capacity and frequency of existing CalTrain and high speed rail traffic, will the raised corridor be retrofitted to be able to better handle increase vibrations?
- 5) **Undergrounding:** If it is possible that the existing raised train tracks would have to be retrofitted, could it be considered that the train tracks could be undergrounded in San Carlos as others have requested in communities such as Palo Alto, Atherton, and Burlingame? The raising of the train solved a traffic circulation issue at Holly, but has caused East San Carlos to be cut off from West San Carlos, and an increase in vibration to homes along Old County Road, and an increase in train noise into the GESC neighborhood a further distance than it had been before the tracks were raised

11

#1
land use
#1 noise
#3 coord.

#1
traffic
parking
Aesthetics

#1
noise

#2
underground

O-SM-8

6) **Pedestrian-Friendly from East San Carlos:** The power lines previously located on the west side of Old County Road were relocated in the middle of the sidewalks along Old County Road, thus making the sidewalks non-compliant with Americans with Disabilities Act requirements, and forcing residents in wheelchairs and moms with strollers to have to walk into the street to get around these power lines. These sidewalks serve as the primary pedestrian mode of transportation to the west side of San Carlos at the Train Depot. 10 years after the CalTrain tracks were raised the sidewalks still have not been improved, are cracked, and do not have wheelchair access at their curbs. Please make sure the EIR addresses the incorporation of additional pedestrian connections between East and West San Carlos including improved ADA accessible landscaped sidewalks and undergrounding of utilities located in the middle of existing sidewalks on Old County Road, improved pedestrian crosswalks at intersections at Holly and Old County Road and East San Carlos and Old County Road, and improved bike lanes on Old County Road.

#1
traffic

7) **Removal of Kelly-Moore Spur:** As part of the EIR look at the removal of the Kelly-Moore Spur which has never been used, would give businesses back parking spaces lost, and remove the bump in the road that is viewed as an obstacle by motorists. There are San Carlos Police records documenting a history of accidents near this spur.

#1
land use
safety

8) **Loading Platform:** As part of the EIR study the impact of potentially moving the passenger loading platform and its impact on both residents and businesses in Greater East San Carlos.

#2
platforms

9) **Safety:** As part of the EIR address the safety concerns of having high speed trains run through such a heavily populated area. How will children be prevented from trying to stand on the tracks of CalTrain or High Speed Rail?

#1
safety

10) **Historical Train Depot:** Please address in the EIR the impact of the project to the historical Train Depot and the plans for a community gathering area nearby.

#1
cultural

11) **Noise:** Please make sure that the EIR addresses the noise impact both during and after construction. If there is an increase in noise impacts we would like to see a noise mitigation program be developed to mitigate noise pollution by noise insulating residents homes, similar to the noise mitigation program the San Francisco International Airport funds.

noise

12) **Coordinated Transit Plan to Reach Neighborhoods:** High Speed Rail Authority needs to work CalTrain and SamTrans to create a transportation system that links together so people can go where they need to go without needing a car. I don't need to go to LA by high-speed train very often. I do, however need to go to work, run errands, get groceries etc.

#3
coordination

13) **Potential adverse impacts to residents in Greater East San Carlos.** Should the EIR determine there will be unavoidable potential impacts to residents in Greater East San Carlos as a result of more and higher frequency train travel along this rail corridor, which could result in a decrease in residential property values, we would like to know about potential compensation for those losses to residents as well potential improvements to the quality of life of our neighborhood based on opportunities described above.

#6
property
value
compensation

Please add GESC Board members to the mailing list for all future correspondence regarding the proposed high speed rail proposal along the CalTrain corridor.

Ben Fuller, 1035 Sylvan Drive, bfuller@linktv.org

Sam Herzberg, 996 Sylvan Drive, slatherzberg@comcast.net,

Paul Magginnetti, 1023 Springfield Drive, pdmaggine@hotmail.com

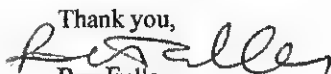
Shauna Blake-Zaragoza, 988 Holly Street, shaunabz@aol.com

Jim Vick, 1000 Hall Street dingo65@sbcglobal.net,

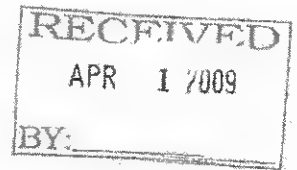
Tim Hilborn, 1052 Sylvan Drive, nyoint1@sbcglobal.net, greaterreastsancarlos@gmail.com,

Also, please add our President Emeritus, Scot Marsters, 990 Cherry Street, sam@gene.com.

Thank you,


Ben Fuller
President, GESC

47
info
fuller



March 26, 2009

Mr. Dan Leavitt, Deputy Director
California High-Speed Rail Authority
925 L Street, Suite 1425
Sacramento, CA 95814

Dear Mr. Leavitt,

I am writing this letter to you because of the concern I have for the park we have in Atherton. It was given to the city by a loving family and it is a public park which is well used both by the residents of Atherton, as well as, by neighboring towns. As President of the Holbrook-Palmer Park Foundation, I believe we must be sensitive to the area on which we are planning to place the High Speed Rail plan. Working together I believe we can devise a plan where all the cities can be part of the solution.

Thank you for the opportunity to express my opinion.

Sincerely,

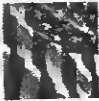
A handwritten signature in cursive script, appearing to read "Robert T. Franceschini Sr.".

Robert T. Franceschini Sr.

President, Holbrook-Palmer Park Foundation

1
LAND USE
RECREATION
7
REVIEW OF
TRANS +
DESIGNS

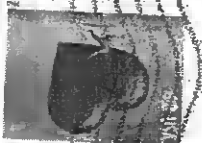
O-SM-9



Mr Robert Thomas Franceschini
65 Shearer Dr
Alhambra CA 94027-3935

SAN FRANCISCO CA 94111

30 MAR 2009 PM 8 T



Mr. Dan Leavitt, Deputy Director
California High-Speed Rail Authority
925 L Street, Suite 1425
Sacramento, CA 95814



Scoping Period Comment Form

San Francisco to San Jose Section

Thank you for attending today's meeting. The purpose of the scoping process is to identify public and agency concerns, focus on the environmental documents, and define the issues that will be examined in the Project-Level Environmental Impact Report/Environmental Impact Statement (EIR/EIS). The scoping process also helps to identify project impacts, alternatives, mitigation measures, and environmental subject areas deserving attention. Please return comments to the California High-Speed Rail Authority (return address is on the reverse side of this form) by March 6, 2009.

Meeting Date/Location

☒ January 22 - San Mateo County ☐ January 27 - San Francisco County ☐ January 29 - Santa Clara County

Name (please print): MARGARET PETTITTE City: MENLO PARK State: CA Zip: 94025
Title (if applicable): SPokesperson ON BEHALF OF: Phone: (650) 352-7152 Fax: _____
Organization/Business (if applicable): HALT. HOMEOWNERS AGAINST E-mail: M.PETTITTE@WEBTV.NET
Address: 484 Waverly St. Menlo Park, CA 94025 H.D.R.A. NATIONAL CAB. AGAINST HORNS

☒ Yes, I would like to be added to your mailing list to receive newsletters, information mailings, and meeting notices.

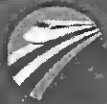
Please comment clearly.

AND: CITIZENS FOR NOISE ABATEMENT - NOISE AND AIR POLLUTION. (DIESEL) #1 noise
ALSO, APT. OWNER: PETITIONS TO CALTRAIN & MP ON NOISE #1 AD
MUCH TURNOVER OF TENANTS
CONSTANT COMPLAINTS OF NOISE
TAYLOR PEAK, MTN VIEW - WROTE OF COMPLAINTS OF
WHEEL SQUEAL & BLASTING HOWLS
SLEEPLESS FROM FREIGHTS' VIBRATION LIKE
EARTHQUAKES
SEE: SLEEPLESS IN SAN DIEGO / QUIET ZONES
FEAR: OF CONSTRUCTION NOISE #1 construction
NEED ACOUSTIC ENGINEERS FIRST impact
" EQUIPMENT NOISE SHIELDS. #6 air
" ACOUSTIC BLANKETS. compensation
RELOCATION, DURING CONSTRUCTION
COMPENSATION TO APT. OWNERS FOR LOSS
OF TENANTS.
AT WHAT SPEED DOES HSR STRIKE OCCUR #2 speed.

Thank you for your participation in this important process. Please leave your form at the comment table or mail it to us as soon as possible in order to ensure that your comments are included in our records. The comment period closes on March 6, 2009.

Fold and Tape Before Mailing

O-SM-10



Scoping Period Comment Form

San Francisco to San Jose Section

Thank you for attending today's meeting. The purpose of the scoping process is to identify public and agency concerns, focus on the environmental documents, and define the issues that will be examined in the Project-Level Environmental Impact Report/Environmental Impact Statement (EIR/EIS). The scoping process also helps to identify project impacts, alternatives, mitigation, measures, and environmental subject areas deserving attention. Please return comments to the California High-Speed Rail Authority (return address is on the reverse side of this form) by March 6, 2009.

Meeting Date/Location

☒ January 22 - San Mateo County ☐ January 27 - San Francisco County ☒ January 29 - Santa Clara County

Name (please print): HOMESOWNERS AGAINST NOISE City: MENLO PARK State: CA Zip: 94025

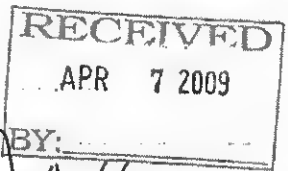
Title (if applicable): TRAINIS Phone: _____ Fax: _____

Organization/Business (if applicable): _____ E-mail: STOPHORNS@WEBTV.NET

Address: 489 WILLOWLEY ST.

☒ Yes, I would like to be added to your mailing list to receive newsletters, information mailings, and meeting notices.

Please comment clearly.



1. STOP HORNS } #1 noise

2. ELIMINATE DIESELS } #4 all tech not diesel

3. RELOCATE WHILE CONSTRUCTING } #6

4. COMPENSATE FOR TAKINGS & LOSS OF TENANTS } #6 takings

#2 grade separation
5. START GRADE SEPARATING IN MENLO PARK - PALO ALTO AVE/ALMA/STANFORD

6. USE BEST PRACTICES RE NOISE } #1 noise
ADVISE ACOUSTICAL ENGINEERS
DESIGN ACOUSTICAL CURTAINS & SHROUDS

Thank you for your participation in this important process. Please leave your form at the comment table or mail it to us as soon as possible in order to ensure that your comments are included in our records. The comment period closes on March 6, 2009.

Fold and Tape Before Mailing

O-SM-11

Received 1/22/09



LEAGUE OF WOMEN VOTERS OF SOUTH SAN MATEO COUNTY
713 Santa Cruz Ave., Suite 9, Menlo Park, CA 94025 web: www.lwvssmc.org

League of Women Voters
California High Speed Rail Environmental Impact Report Scoping Comments
January 22, 2009

I am Onnolee Trapp, Transportation Chair of the San Mateo County Leagues of Women Voters. I have coordinated this statement with the League of Women Voters of the Bay Area and with the League of Women Voters of California.

The League of Women Voters of California supported the passage of Proposition 1A, the High-Speed Passenger Train Bond Act. We did this, in part, to provide partial funding for a project that would provide a rail alternative for passengers traveling between distant parts of the state.

The LWVC supports a statewide transportation system to move people and goods that includes a variety of transportation modes, with emphasis on increased public transportation services. LWVC also supports development of effective enforcement and implementation procedures to attain established air quality standards that will protect the public health and welfare. Recently stated policies of the LWVUS encourage the reduction of greenhouse gas emissions that contribute to global climate change.

The large investment in train facilities necessary to construct the High Speed Rail (HSR) must offset a major part, or all, of the costs that would be required to construct new airport and highway facilities that will be demanded by the state's increasing population. The major airports in the state have predicted "unacceptable delays" due to inability to add sufficient airport capacity for future needs. High-speed trains will remove millions of passenger trips from our highways and attract millions of airline passengers. The trains are calculated to use 1/3 the energy of air travel and 1/5 the energy of auto travel, which would eliminate greenhouse gas emissions that cause global warming each year.

The LWV of the Bay Area supports transportation systems planned in concert with land use, providing viable alternatives to reduce Vehicle Miles Traveled and single occupant vehicle use. We recognize that transportation systems, whether highway, air, rail, or local buses, influence land use, locally and regionally, and can induce growth in undeveloped areas or help direct growth to already developed areas. We will look at this EIR to determine whether there will be growth inducing impacts that cannot be transferred to transit corridors appropriate for transit oriented development.

The LWVBA also supports safe, convenient transit access to airports. The planned station at SFO will provide intermodal access for travelers whether their destination is within the Bay Area or farther away. Cross-continent and intercontinental travelers will have the convenience of a choice to access central state locations from either SFO, SJO, or LAX. As reduction of travel time becomes increasingly important, use of High Speed Rail will be a more attractive travel alternative due to the time needed for passengers to

11
BACKGROUND

1
CLIMATE
CHANGE
ENERGY
REQUIREMENTS
+
TECH.

1
GROWTH
INDUCEMENT

2
AIRPORT ACCESS

3
TRAVEL TIME

O-SM-12

arrive long in advance at the airport. Because the route follows established transportation corridors, the trains will be easier to access than airports located safely outside urban centers. In addition, within the San Francisco to San Jose corridor, it will be important to provide easy access to SFO and SJO airports from the High Speed Rail System.

The LWVBA supports an interconnected regional transportation system, and has endorsed the Transbay Terminal/Caltrain Extension in downtown San Francisco as a major regional transportation hub.

Locally, the addition of the High Speed Rail system between San Jose and San Francisco will enhance transportation opportunities for our region, and this part of the HSR is important to future planning for the Caltrain system. The all-electric system, with grade separations, will be more quiet and safer than the existing Caltrain service with its many grade crossings necessitating train horns and traffic stopping safety gates. We recognize the already expressed concerns of the cities along the Peninsula route, and request that the Authority seriously respond, especially to those concerns related to land acquisitions, visual impacts and noise, disruption of neighborhood cohesiveness and traffic circulation, and impacts on local businesses, both temporary and permanent.

The League of Women Voters will study the Environmental Impact Report with particular attention to the impacts of the project on Air Quality, Noise, Transportation and Land Use, Social Justice, Energy, Greenhouse Gas Emissions and other categories required by NEPA and CEQA, and to the adequacy of proposed mitigations for significant and unavoidable impacts.

CC Linda Craig, LWVC Advocacy Director
 Trudy Schafer, LWVC Sr. Director for Program
 Marion Taylor, LWVBA Program Vice President
 Karen Clopton, LWV of San Francisco
 Marie Baldisseri, LWV of North and Central San Mateo County
 Jamie Shepard, LWV of South San Mateo County
 Irene Sampson, LWV Santa Clara County Council Transportation Chair

3
CONNECTIVITY
W/ AIRPORTS

2
AIRPORT ACCESS

2
STATION
LOCATIONS

2
GRADE SEPARATION

4
ELECTRIFICATION

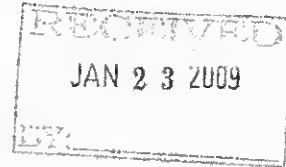
1
NOISE
SAFETY
AQ
LU
ENV
TRAFFIC
COMMUNITY

6
LOCAL BUSINESS
ACQUIRING ROW

1
MITIGATION
ENV
GHG
LU
NOISE
AQ
TRAFFIC
ENERGY



22 January 2009



San Francisco to San Jose HST Project EIR/EIS
Mr. Dan Levitt, Deputy Director
Attn: San Francisco to San Jose, California High Speed Rail Authority
925 L Street, Suite 1425
Sacramento, CA 95814

Subject: Menlo Park Chamber of Commerce Comments at California High Speed Rail (CHSR) Project Level EIR/EIS Scoping Meeting, San Francisco to San Jose Segment

The Menlo Park Chamber has been following the planning efforts on the proposed statewide California High Speed Rail Project. The voters of California passed Proposition 1A last November providing \$9.95 billion to initiate the project. The first phase of the project will be from San Francisco to Los Angeles/Anaheim for an estimated cost of \$33 billion.

#11
intro

While the State is working to complete the federal and private partnership funding, it is important that the Project Level preliminary engineering and EIR work move forward. The purpose of the Scoping Meeting is to allow stakeholders to provide input and direction for the EIR process. The meeting today is specific to the San Francisco to San Jose Caltrain Corridor segment. While we have supported the CHSR project statewide and the Pacheco Pass alignment, we believe that the EIR work on the Peninsula Caltrain corridor should address the following concerns:

- Economic impacts and benefits of the rail improvements on the Caltrain corridor
 - Alternatives for accomplishing any necessary grade separations
 - Design options within budget which minimize additional right-of-way property, especially that involving private property
 - Land use patterns including transportation access to the current station area
 - Projected duration of construction and mitigation measures during that period
 - Temporary closure or relocation of businesses as a result of the project
 - Financial compensation for loss of revenue to business that may have limited pedestrian or vehicular access during the construction period
 - Coordination of local transportation, transit services and land-use changes with the local agencies
 - Recommended types of land-use and transit-oriented development (TOD) along the rail corridor
- #2 GRADE SEPARATION
- #1 LAND USE
- #6 RELOCATION
- #3
- #1 ENV JUSTICE
- #6 PRIVATE PROPERTY
- #1 CONSTRUCTION IMPACT
- #6 FINANCIAL COMPENSATION
- #1 LAND USE
- #6 TOD

O-SM-13

- Coordination with the Menlo Park El Camino Real/Downtown Visioning Project addressing land-use adjacent to the Caltrain Corridor and rail corridor planning] #1 LAND USE
- Design options for the Menlo Park Caltrain station and other historic buildings such as the Menlo Park Chamber of Commerce office] #1 HISTORIC RESOURCES
- Mitigation provided for noise, vibration and air quality during construction and rail operations after project completion] NO. 1 / NOISE AIR quality vibration
- Integration of safety enhancements into the new rail system for passengers and local residents walking, biking or driving in the rail corridor area] #1 SAFETY
- Environmental issues and carbon footprint of the rail project] #1 CLIMATE CHANGE
- Mitigation action to replace trees and other landscaping as a result of the project] #1 BIO RESOURCES
- Updates for local agencies, stakeholders and property owners impacted by the project during the EIR process as the information is gathered for decision making] 7 - process updates
- Coordination between California High Speed Rail Authority and Caltrain to accomplish the Caltrain 2025 Plan, providing electrification of Caltrain, and operations of CHSR in the same rail corridor] #3 CALTRAIN + CHSR #4 Electrification
- Number of tracks required to accommodate both Caltrain and CHSR operations] #2 #10 NUMBER OF TRACKS

The Chamber thanks you for the opportunity to provide input into the EIR Scoping process and will continue as an active participant in the new transportation system.

#11 conclusion

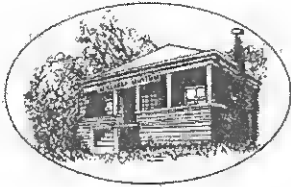
Sincerely,



John Celedon
Chairman



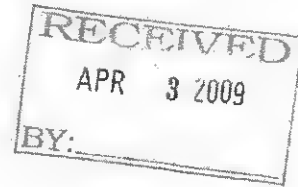
Fran Dehn
President/CEO



MILLBRAE HISTORICAL SOCIETY

Post Office Box 511 • Millbrae, California 94030

A NON-PROFIT CORPORATION



California High-Speed Rail Authority
925 L Street #1425
Sacramento, CA 95814

March 31, 2009

Re: Electrification and related improvements of the Caltrain right-of-way/High speed rail corridor.

As the operators of the Millbrae Train Museum we respectfully request that space be provided for a possible future rail spur approximately one and one-tenths mile. This would be used by us to operate an historic train to expand our visitor base and further our education of the public about railroads and rail travel on the Peninsula. This siding could also be jointly used by Caltrain and/or the High-Speed Rail authorities, for maintenance purposes, etc. if desired.

This potential spur would extend south from our train museum at Millbrae, to Grove Avenue, Burlingame, and would be located on the west side of the Caltrain right-of-way.

We currently have the materials, equipment and manpower available for this project. Our request is that space, (placement of power poles and other project-related equipment) for the above described possible siding be provided for in your design phase of the electrification project.

#6
future
siding
Property
g
#1
can due

Sincerely,

John Muniz
President

Vernon W. Bruce
Train Museum Director

O-SM-14

Kris Livingston

From: HSR Comments
Sent: Tuesday, April 21, 2009 3:13 PM
To: Kris Livingston
Subject: FW: San Francisco to San Jose HST
Attachments: SF to SJ segment HST scoping comments - PF3.pdf; Scope Comments Project-Level EIR - SF to SJ Segment of HST.pdf

From: Debbie Koelling [mailto:debbieko@hotmail.com]
Sent: Monday, April 06, 2009 4:40 PM
To: HSR Comments
Subject: San Francisco to San Jose HST

Park Forest Three Homeowners Association
101 Forest Lane
Menlo Park, CA 94025

5 April 2009

Mr. Dan Leavitt, Deputy Director
California High Speed Rail Authority (CHSRA)
925 L Street, Suite 1425
Sacramento, CA 95814

Re: Invitation to comment

Dear Sir,

This letter is written out of deep concern for the economic prosperity, environmental quality, and democratic health of the State of California. The plan for high-speed rail from San Francisco to Los Angeles provides a once-in-a-lifetime opportunity to enhance all three. Unhappily, the present progress, posture and plans of CHSRA appear to threaten all three.

#11 intro

Our immediate concerns are limited to the San Francisco-San Jose portion of the plans, on which comment is invited at this time, but similar concerns apply to all densely settled areas close to the proposed right of way (e.g., in the Los Angeles basin).

#11 intro

Over the past one hundred years, older cities such as Boston, Chicago, Philadelphia and Washington DC have spent hundreds of millions of dollars making, followed in due course by billions in unmaking, short-sighted decisions on transportation routes in the name of practicality and economy. These errors were made in days when the environment was little-regarded, and political bosses and bureaucratic agencies rode rough-shod over citizens' concerns. It is astonishing, sad – and in the end intolerable – to see CHSRA possibly heading in the same direction.

#11 intro/
background

Page one of the New York Times pointed out (Wednesday 2 April 2009) that the highest-priced real estate in the country, outside mid-town Manhattan, is to be found on Sand Hill Road, Menlo Park, CA. This fact signifies the economic, cultural, environmental, and political importance to the State of California of the Atherton-Menlo Park-Palo Alto-Los Altos complex that forms the heart of Silicon Valley. Today, an antiquated, nineteenth-century railroad dramatically lowers property values, environmental amenity, and public safety in this region, which is replete with economic, scientific and cultural potential for the State.

#11 background

In contexts like this, but in far less enlightened times, cities such as Boston, Chicago and Philadelphia built transportation routes in their city centers on "Chinese walls", only belatedly to replace them with tunneling (underground) systems in the mid-twentieth century (in Boston's case, the mistake was repeated with a raised Interstate highway in the 1960s, finally undone and placed in several miles of tunnels at enormous expense within the past decade).

#11 background

A tunneled (underground) route for the CHSRA high-speed trains through the Silicon Valley corridor will enable prosperity, free the environment of grievous present damage, create sorely needed parks, bicycle paths and walkways, pay for itself in enhanced property taxes and greater safety, and showcase how California is serious about its economic, environmental and political quality of life. Anything less, in populous and strategic areas, will simply say that short-sightedness and bureaucratic inertia put our state on a level that other states and nations long ago abandoned as unsustainable.

#2 tunnel

In closing, please allow us to note that:

- (1) We support the comments on other aspects of the CHSRA project, as articulated in the April 3, 2009 letter of Felton Gables Homeowners Association (attached)
- (2) We look forward to working with CHSRA to ensure that, through tunneling, California will indeed show how to build high-speed rail that creates economic value, avoids environmental degradation, enhances amenity, provides sustainable infrastructure and truly leads our nation and the world.

#11 conclusion

#2 tunnel

Sincerely,

President
Board of Directors Park Forest Three
Homeowners Association
(Signature page follows – see attachments)

Park Forest Three Homeowners Association
101 Forest Lane
Menlo Park, CA 94025

5 April 2009

Mr. Dan Leavitt, Deputy Director
California High Speed Rail Authority (CHSRA)
925 L Street, Site 1425
Sacramento, CA 95814

Duplicate

Re: Invitation to comment

Dear Sir,

This letter is written out of deep concern for the economic prosperity, environmental quality; and democratic health of the State of California. The plan for high-speed rail from San Francisco to Los Angeles provides a once-in-a-lifetime opportunity to enhance all three. Unhappily, the present progress, posture and plans of CHSRA appear to threaten all three.

Our immediate concerns are limited to the San Francisco-San Jose portion of the plans, on which comment is invited at this time, but similar concerns apply to all densely settled areas close to the proposed right of way (e.g., in the Los Angeles basin).

Over the past one hundred years, older cities such as Boston, Chicago, Philadelphia and Washington DC have spent hundreds of millions of dollars making, followed in due course by billions in unmaking, short-sighted decisions on transportation routes in the name of practicality and economy. These errors were made in days when the environment was little-regarded, and political bosses and bureaucratic agencies rode rough-shod over citizens' concerns. It is astonishing, sad – and in the end intolerable – to see CHSRA possibly heading in the same direction.

Page one of the New York Times pointed out (Wednesday 2 April 2009) that the highest-priced real estate in the country, outside mid-town Manhattan, is to be found on Sand Hill Road, Menlo Park, CA. This fact signifies the economic, cultural, environmental, and political importance to the State of California of the Atherton-Menlo Park-Palo Alto-Los Altos complex that forms the heart of Silicon Valley. Today, an antiquated, nineteenth-century railroad dramatically lowers property values, environmental amenity, and public safety in this region, which is replete with economic, scientific and cultural potential for the State.

0-54-15

In contexts like this, but in far less enlightened times, cities such as Boston, Chicago and Philadelphia built transportation routes in their city centers on "Chinese walls", only belatedly to replace them with tunneling (underground) systems in the mid-twentieth century (in Boston's case, the mistake was repeated with a raised Interstate highway in the 1960s, finally undone and placed in several miles of tunnels at enormous expense within the past decade).

A tunneled (underground) route for the CHSRA high-speed trains through the Silicon Valley corridor will enable prosperity, free the environment of grievous present damage, create sorely needed parks, bicycle paths and walkways, pay for itself in enhanced property taxes and greater safety, and showcase how California is serious about its economic, environmental and political quality of life. Anything less, in populous and strategic areas, will simply say that short-sightedness and bureaucratic inertia put our state on a level that other states and nations long ago abandoned as unsustainable.

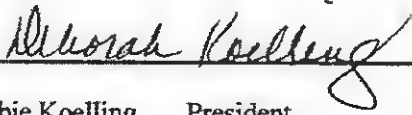
In closing, please allow us to note that:

- (1) We support the comments on other aspects of the CHSRA project, as articulated in the April 3, 2009 letter of Felton Gables Homeowners Association (attached)
- (2) We look forward to working with CHSRA to ensure that, through tunneling, California will indeed show how to build high-speed rail that creates economic value, avoids environmental degradation, enhances amenity, provides sustainable infrastructure and truly leads our nation and the world.

Sincerely,

President
Board of Directors Park Forest Three
Homeowners Association
(Signature page follows)

Signatures of Park Forest Three Association Board of Directors




Debbie Koelling President



Bonnie Newson Vice President



Kathy Parker Secretary



Martin Mazner Treasurer



Kathy Hamilton At Large

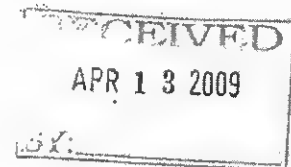
Cc: Menlo Park City Council
Atherton Town Council
Palo Alto City Council
Senator Alan Lowenthal
Senator Joe Simitian
Assemblymember Ira Ruskin
Representative Anna Eshoo

Also sent via email

Park Forest Three Homeowners Association
101 Forest Lane
Menlo Park, CA 94025

5 April 2009

Mr. Dan Leavitt, Deputy Director
California High Speed Rail Authority (CHSRA)
925 L Street, Site 1425
Sacramento, CA 95814



Re: Invitation to comment

Dear Sir,

This letter is written out of deep concern for the economic prosperity, environmental quality, and democratic health of the State of California. The plan for high-speed rail from San Francisco to Los Angeles provides a once-in-a-lifetime opportunity to enhance all three. Unhappily, the present progress, posture and plans of CHSRA appear to threaten all three.

#11 intro

Our immediate concerns are limited to the San Francisco-San Jose portion of the plans, on which comment is invited at this time, but similar concerns apply to all densely settled areas close to the proposed right of way (e.g., in the Los Angeles basin).

#11 background

Over the past one hundred years, older cities such as Boston, Chicago, Philadelphia and Washington DC have spent hundreds of millions of dollars making, followed in due course by billions in unmaking, short-sighted decisions on transportation routes in the name of practicality and economy. These errors were made in days when the environment was little-regarded, and political bosses and bureaucratic agencies rode rough-shod over citizens' concerns. It is astonishing, sad – and in the end intolerable – to see CHSRA possibly heading in the same direction.

#11 background

Page one of the New York Times pointed out (Wednesday 2 April 2009) that the highest-priced real estate in the country, outside mid-town Manhattan, is to be found on Sand Hill Road, Menlo Park, CA. This fact signifies the economic, cultural, environmental, and political importance to the State of California of the Atherton-Menlo Park-Palo Alto-Los Altos complex that forms the heart of Silicon Valley. Today, an antiquated, nineteenth-century railroad dramatically lowers property values, environmental amenity, and public safety in this region, which is replete with economic, scientific and cultural potential for the State.

#16 property values

O-SM-16

In contexts like this, but in far less enlightened times, cities such as Boston, Chicago and Philadelphia built transportation routes in their city centers on "Chinese walls", only belatedly to replace them with tunneling (underground) systems in the mid-twentieth century (in Boston's case, the mistake was repeated with a raised Interstate highway in the 1960s, finally undone and placed in several miles of tunnels at enormous expense within the past decade).

#11 background
#2 foreign system
#2 underground

A tunneled (underground) route for the CHSRA high-speed trains through the Silicon Valley corridor will enable prosperity, free the environment of grievous present damage, create sorely needed parks, bicycle paths and walkways, pay for itself in enhanced property taxes and greater safety, and showcase how California is serious about its economic, environmental and political quality of life. Anything less, in populous and strategic areas, will simply say that short-sightedness and bureaucratic inertia put our state on a level that other states and nations long ago abandoned as unsustainable.

#11 conclusion
#2 tunnel

In closing, please allow us to note that:

- (1) We support the comments on other aspects of the CHSRA project, as articulated in the April 3, 2009 letter of Felton Gables Homeowners Association (attached)
- (2) We look forward to working with CHSRA to ensure that, through tunneling, California will indeed show how to build high-speed rail that creates economic value, avoids environmental degradation, enhances amenity, provides sustainable infrastructure and truly leads our nation and the world.

Sincerely,

President
Board of Directors Park Forest Three
Homeowners Association
(Signature page follows)


Signatures of Park Forest Three Association Board of Directors



Debbie Koelling President




Bonnie Newson Vice President



Kathy Parker Secretary



Martin Mazner Treasurer



Kathy Hamilton At Large

Cc: Menlo Park City Council
Atherton Town Council
Palo Alto City Council
Senator Alan Lowenthal
Senator Joe Simitian
Assemblymember Ira Ruskin
Representative Anna Eshoo

Kris Livingston

From: mjp9702@yahoo.com
Sent: Saturday, April 04, 2009 12:31 PM
To: HSR Comments
Subject: San Francisco to San Jose High Speed Rail

Dear California High Speed Rail Authority:

We are writing on behalf of the 46 homeowners at Park Lane Condominiums in Menlo Park, CA. Our complex is located at 20 Willow Road, just across Alma from the proposed route of the high speed rail. We chose to purchase condominiums in this area for the many wonderful benefits of living in Menlo Park, and paid a premium for those benefits. We are concerned about the impact of the High Speed Rail on our way of life, our property values, and the Menlo Park community as a whole.

We support putting both the High Speed Rail and the existing CalTrain tracks underground through Menlo Park. This building option would create the least amount of damage to existing, mature landscaping throughout Menlo Park, including saving over 300 mature trees in just the ½ mile stretch between East Creek and Ravenswood. This option would also create the least disturbance to the community both during the building process and after the project is completed.

Thank you for taking the time to consider our concerns and suggestions.

Sincerely,

Ray Schenk
President
Park Lane COA

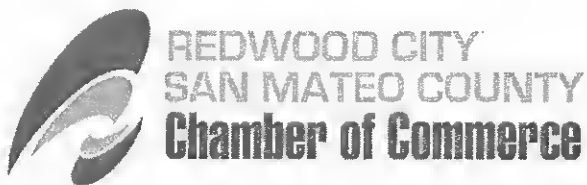
Paul Narth
Vice President & Secretary
Park Lane COA

Bill Wallau
Chief Financial Officer
Park Lane COA

Melinda Porter
High Speed Rail Committee Chairperson

1
COMMUNITY IMPACTS
6
PROP. VALUES
5
SOCIAL COST
2
UNDERGROUND
1
BIO COMMUNITY IMPACT
OPERATION
CONSTRUCTION
8
SUPPORT
11
CONCLUSION

#1 aesthetics
biological
resources



MAR 9 2009

March 4, 2009

Dan Leavitt, Deputy Director
California High-Speed Rail Authority
925 L Street, Suite 1425
Sacramento, Ca. 95814

Re: EIR/EIS Scoping Comments on San Francisco to San Jose HST Route Segment

Dear Mr. Leavitt:

We appreciated the recent presentation by Judge Quentin Kopp, CHSRA Chair, Dominic Spaethling, CHSRA Regional Manager and Tim Cobb, HNTB Project Manager at our Quarterly Chamber luncheon for our business members and City officials to become more informed regarding the HST Scoping process underway for the Project Level engineering and EIR/EIS work. The San Francisco to San Jose Route Segment on the Caltrain Corridor of Phase One of the planned system to Los Angeles/Anaheim is of great interest as the HST will pass through our County. We have been a supporter of the implementation of HST and were pleased to see Proposition 1A approved by the voters. Now is the time to allow local agencies, property owners and stakeholders to become more involved in the planning process and the first step is Scoping comments..

We have a number of items that we would like to suggest be covered as part of the Scoping process for our area. Currently Caltrain has a plan to electrify its train system by 2015 and is just completing the final environmental work for that project. They also have a 2025 Plan for future planning which allows for HST to operate in the Caltrain Corridor between San Francisco and San Jose. Your planning should include how Caltrain and CHSRA work to implement project plans. If a MOU is used for this purpose what will be some of the key components of that agreement and would there be any input from local Cities and agencies?

As the planning for HST moves forward how will local agencies, property owners, business and other stakeholders be informed of your work as it progresses? How will various alternatives be provided for input such as track alignment, number of tracks needed, grade separations, HST station designs, existing Caltrain stations design modifications, additional right-of-way needs and traffic circulation to transit hubs? While various design alternatives will provide options to decision makers, some will require more right-of way for the project and some will minimize the need of additional right-of-way. The San Mateo County Transportation Authority funded a "footprint study" of the Caltrain Corridor looking at various track configurations as well as grade separation alternatives in our County. How will the "footprint study" be used in your planning?

The City of Redwood City has adopted a "Precise Plan" for the downtown area looking to the future to promote increased density TOD development, mixed use and, more retail

#1

#4
~~electrification~~

#3 COORDINATION
WITH OTHER
TRANSP. FACILITIES

#7
PUBLIC
INPUT

#1
Land
Use

O-SM-18

and commercial development. This would include the area around the Redwood City Caltrain Station which is shown as an optional HST station stop. While the "Precise Plan" is currently facing a legal challenge it does meet many of the objectives of HST Station Area planning discussed at your prior CHSRA Board meetings. We would request that alternatives be developed for the current Caltrain Station showing your future plans being considered by CHSRA both with and without a HST station stop. The planning should address various configurations on traffic circulation, station design, parking and transit operations feeding the station. How will the station design complement the goals of the "Downtown Precise Plan"?

#1
Land
Use

With the effort put forward by Redwood City to intensify its downtown area development through the Precise Plan process and now a possible HST station stop as an option, the economic impacts of the HST should be available to local policy makers in deciding whether or not a HST station stop is beneficial. From Brewster Avenue in Redwood City to the San Carlos border there are a number of active businesses between the Caltrain tracks and El Camino which could be affected by a four track configuration to accommodate HST. What would be the economic impacts to the City and local businesses along the Caltrain right-of-way including new separation projects?

#5
economic
community
impact

With HST planning to operate in the Caltrain Corridor in the future, noise and vibration should be considered with the additional number of trains operating in the corridor. The EIR should identify measures that will be taken to mitigate any noise or vibration increases as part of the project. The EIR should also discuss construction impacts and possible mitigation measures. In the past business operations have been affected during Caltrain grade separation projects. If business is disrupted or relocated as a result of the project, how will the business/property owner be compensated?

#1
noise

#6
Business

The Port of Redwood City is currently served by a rail freight spur from the Caltrain mainline out to the Port. The Port plans on continued rail freight operations in the future. How will this be accommodated in your planning for HST and Caltrain operations? In addition the Dumbarton Rail Project is planning on Caltrain operations with diesel locomotives and current style rail cars from Union City in the East Bay to the Caltrain mainline on the west side of the Bay until electrified at a future date. The restoration of rail service is in the planning stages with possible EIR cleared project by the end of 2009. How will the Dumbarton Commuter Rail service be accommodated by HST planning?

#2
Freight

#3
Other
System

On the Caltrain Corridor the land uses vary along the route through many cities. This is a large project with many land use ramifications. There are a number of trees that may need to be removed or trimmed. The EIR should address mitigation measures that would be appropriate for these impacts. What additional landscaping could be added as part of the future project? The catenary support structures for electrification should be placed in such a way that it minimizes the loss of established trees to the extent possible.

#1
Bio
Aesthetics

During this Scoping period there are a number of residents and businesses along the Caltrain Corridor who are expressing concern that their property will be taken for this HST project. We would encourage that you consider a policy to minimize the need for additional right-of-way through effective design alternatives that keeps the HST project within budget and minimizes land takes.

#6
Eminent
Domain

After the Scoping comment deadline of April 6, 2009 there needs to be a process established to include Cities and Counties along the HST route on the Peninsula to work in a formal way with HSR and Caltrain on planning and design issues for the EIR work. Our Chamber with many potentially affected business members also wants to be kept up to date on any community outreach as you develop designs and alternatives for the project. Thank you for this opportunity to provide our comments in this Scoping period.

#1
outreach

Sincerely,



Glenna Vaskelis
Chairman of the Board

cc: Honorable Don Gage, Peninsula Corridor Joint Powers Board
Honorable Rosanne Foust, Chair San Mateo County Transportation Authority
Honorable Zoe Kerstec-Tucker, San Mateo County Transit District Chair
Mike Scanlon, Executive Director Caltrain
Richard Napier, Executive Director San Mateo County C/CAG

Kris Livingston

From: cris.hart@comcast.net
Sent: Friday, March 06, 2009 7:08 PM
To: HSR Comments
Subject: San Francisco to San Jose HST

The HST committee should recognize a historic building along the SF-SJ corridor as an opportunity for public education, historic mitigation and possible transit use.

#1
Historic
Resources

The former Southern Pacific Railroad Roundhouse is at Bayshore in Brisbane and is unrecognized at this time as a landmark but the process to list on historic register is underway by the non profit corporation "San Francisco Trains". This is going forward with the cooperation of the property owner and the City of Brisbane.

#1
Historic
Resources

The proximity to the high speed rail line must certainly allow for transportation improvements to be directed towards this building and site, whether in a practical purpose of selling transit tickets and running local transportation as in Whittier, CA, or in the case of a rail museum that will support and develop public interest in rail transportation. Note that the 5 miles of level track from San Bruno to San Francisco was opened in 1907 as a higher speed rail improvement over the existing route to the west of San Bruno Mountain.

#11
background
info

The purpose of educating the public on the benefits of rail transportation can be carried out in an area open for development along the HST corridor. With the Geneva Avenue extension crossing the baylands in the development future, this will be a vibrant transpiration hub.

#17
info
public
#2
ACT

Any questions on the proposals for museum and the status of the building on historic register can be answered by contacting me at the address below. I am excited to see high speed rail on the horizon and hope we can contribute to the success of the project and offer solutions for historic mitigation in this corridor.

#11
#1
Historic
Resources
#8
Support

Sincerely,

Cris Hart, president

San Francisco Trains, Inc

223 Mariposa Street

Brisbane CA 94005

415 254 7931

Cris.hart@comcast.net

www.sanfranciscotrains.org a 501c3 public charity corporation.

Kris Livingston

From: Arnie Thompson [arniet@acterra.org]
Sent: Thursday, April 02, 2009 4:10 PM
To: HSR Comments
Subject: San Francisco to San Jose HST

This comment concerns the right-of-way siting in Palo Alto, just south of Menlo Park. The current Caltrain right-of-way passes just west of El Palo Alto park. The park has been planted with hundreds of native plants over the last few years by dozens of community volunteers. We are concerned that the siting of the HST train along the existing corridor could threaten the health of the park. The link below shows a street view of the park and existing right-of-way. In the background of the photo, looking northwest, there is a maintenance area with an overstory of non-native eucalyptus trees. This parcel appears to be owned by Stanford University, per a San Francisquito Bank Stabilization report of 2002. As these trees are a weedy species and there is little habitat value on this parcel, this would make an ideal site for the HST corridor from a habitat perspective. This would however require movement of this section of the railroad right-of-way approximately 10 meters to the northwest.

http://maps.google.com/maps?f=q&source=s_q&hl=en&geocode=&q=94+palo+alto+ave.,+palo+alto,+ca&ll=37.446708,-122.16909&sspn=0.002155,0.005686&ie=UTF8&ll=37.446703,-122.169106&spn=0.00862,0.02274&z=16&iwloc=addr&layer=c&cbll=37.446716,-122.169259&panoid=tV8SNK4kBR8MnyX8GwvqNg&cbp=12,297.6874303754665,,0,9.160377358490567

Thank you for your consideration,
Arnie

Arnie Thompson
Director, San Francisquito Watershed Project
Acterra: Action for a Healthy Planet
arniet@acterra.org
650.962.9876 x310

#1 Park +
Roe
BIO
#6 Acquiring
#1 R.O.W.
BIO
#2
ACT
Route
#11

Kris Livingston

From: Greg Greenway [seaportindustrial@yahoo.com]
Sent: Monday, April 06, 2009 5:57 PM
To: HSR Comments
Subject: San Francisco to San Jose COMMENT ATTACHED
Attachments: SIA Letter to HSRA 4-3-09.doc

Attached are comments from Seaport Industrial Association on environmental review for San Francisco to San Jose segment.

Greg Greenway
Executive Director
Seaport Industrial Association
19 Seaport Blvd
Redwood City, CA 94063
tel 650.366.4163
seaportindustrial@yahoo.com



Seaport Industrial Association · 19 Seaport Boulevard, Redwood City, CA 94063

April 3, 2009

Mr. Dan Leavitt, Deputy Director
California High Speed Rail Authority
925 L Street, Suite 1425
Sacramento, CA 95814

SUBJECT: San Francisco to San Jose Segment Environmental Review

Dear Mr. Leavitt,

I am writing on behalf of Seaport Industrial Association (SIA), which represents the majority of industrial businesses in the port area of Redwood City, including six companies that move cargo by rail. This letter reiterates comments I made to a recorder at the scoping session in San Francisco on January 27.

SIA, independently and through our participation in the Redwood City/San Mateo County Chamber of Commerce, has been a leading voice on the Peninsula in favor of high speed rail. Our members are also committed to superior freight rail infrastructure to realize critical transportation goals of the region, including: (1) reduced traffic congestion on area highways, (2) reduced dependence on foreign oil, and (3) reduced air emissions.

Based on the critical importance of freight rail service for the economic and environmental well-being of the entire Bay Area, our key comment for the environmental review process is that HSRA must study the impact of high speed rail design and implementation on current and future freight rail capacity along the San Francisco-San Jose segment.

The San Francisco Peninsula is a shared right-of-way with Caltrain and U.P. (running freight). The design specifications for the CHSR expansion of this corridor's track bed must be done in a way that freight trains will also be able to use the corridor to meet current and future demand to move cargo by rail. Any impingement on the ability to meet this demand will seriously impact the 26 rail shippers and their employees along the Peninsula, raise prices to customers throughout the region, undermine the ability to move goods essential to infrastructure, and significantly increase truck traffic and air emissions on area highways.

The future of the Port of Redwood City depends on how the CHSR and Caltrain systems are designed. Freight rail requires clearance heights as required in CPUC G.O. 95 (22.5 ft) to reach San Francisco, sufficient right of way on the Caltrain line, and adequate operating hours (minimum 8-hour windows at night).

We are confident that these needs will be taken into account, reflecting the commitment in the Caltrain Strategic Plan 2003-2023 "to build adequate facilities for joint use between multiple transit operators" and to "(f)actor track capacity needs of other transit providers and freight operators that use the Caltrain right-of-way." The Strategic Plan recognizes that freight rail access "plays a key role in goods movement and alleviating truck traffic congestion on local roads and highways. Understanding freight needs is essential for Caltrain to continue improving regional mobility and supporting local businesses."

SIA supports HSRA's commitment to move people by rail, and we are convinced that a modern rail system for the future of the Peninsula can and must accommodate both passenger and cargo movement. Thank you for advancing this goal as you proceed with environmental review for CHSR.

Sincerely,

Greg Greenway
Executive Director

#11 intro

#3 coordinate w/ freight

#3 coordinate w/ freight

#3 coordinate w/ freight

O-SM-21